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EXHIBIT 1

United States International Trade Commission

**Harmonized Tariff Schedule
of the United States
2009**

**For Use in Classification of Imported Merchandise
for Rate of Duty and Statistical Purposes**

USITC Publication 4053
U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON, D.C.

Harmonized Tariff Schedule of the United States (2009) (Rev. 1)

Annotated for Statistical Reporting Purposes

VII
40-11

Heading/ Subheading	Stat Suf- fix	Article Description	Unit of Quantity	Rates of Duty		
				1		2
				General	Special	
4011		New pneumatic tires, of rubber:				
4011.10		Of a kind used on motor cars (including station wagons and racing cars):				
4011.10.10		Radial		4%	Free (A*,AU,BH, CA,E,IL,J,JO, MA,MX,OM,P, PE,SG) See 9911.40.05-9911.40.10 (CL)	10%
	10	Having a rim diameter of 33.02 cm (13 inches) or less	No.			
	20	Having a rim diameter greater than 33.02 cm (13 inches) but not more than 35.56 cm (14 inches)	No.			
	30	Having a rim diameter greater than 35.56 cm (14 inches) but not more than 38.10 cm (15 inches)	No.			
	40	Having a rim diameter greater than 38.10 cm (15 inches) but not more than 40.64 cm (16 inches)	No.			
	50	Having a rim diameter greater than 40.64 cm (16 inches) but not more than 43.18 cm (17 inches)	No.			
	60	Having a rim diameter greater than 43.18 cm (17 inches) but not more than 45.72 cm (18 inches)	No.			
	70	Having a rim diameter greater than 45.72 cm (18 inches)	No.			
4011.10.50	00	Other	No.	3.4%	Free (A*,AU,BH, CA,CL,E,IL,J,JO, MA,MX,OM,P, PE,SG)	10%
4011.20		Of a kind used on buses or trucks:				
4011.20.10		Radial		4%	Free (A*,AU,BH, CA,E,IL,J,JO, MA,MX,OM,P, PE,SG) See 9911.40.25-9911.40.30 (CL)	10%
	05	On-the-highway: Light truck	No.			
	15	Other	No.			
	25	Off-the-highway: For use on a rim measuring 40.6 cm or more in diameter	No.			
4011.20.50	35	Other	No.	3.4%	Free (A*,AU,BH, CA,CL,E,IL,J,JO, MA,MX,OM,P, PE,SG)	10%
	10	On-the-highway: Light truck	No.			
	20	Other	No.			
	30	Off-the-highway: For use on a rim measuring 40.6 cm or more in diameter	No.			
	50	Other	No.			

EXHIBIT 2

PLANT CAPACITIES

Tire capacity, not production, in North America totaled 339,501,100 tires, not counting race tires, as of Jan. 1, 2009. That's down 3.7% over the previous year, with at least one plant closing on the horizon.

U.S. capacity was 280.3 million tires. Although that number is down 5.1% year to year, it still represents 82.5% of the North American total (see Chart 16).

In the last two years, as tire manufacturers struggled with trying to lower production costs in their U.S. plants, domestic capacity dropped 5.8%.

By the end of 2009, capacity is expected to drop again. Cooper Tire announced the closing of its Albany, Ga., consumer tire plant late last year, and Bridgestone Americas said it was looking at eliminating consumer tire production in La Vergne, Tenn.

The non-union plant in Albany has the capacity to produce 26,300 tires a day. The union plant in La Vergne can manufacture 9,400 passenger and light truck tires a day.

Canadian tire plant capacity showed no growth. It entered the year at 28.1 million tires, or 8.2% of the total capacity in North America.

Mexican capacity continued to increase in 2008. It was up 6.2%, from 29.2 million tires to 31 million, or 9.1% of the North American total.

The ramping up of Bridgestone's BIRD (for Bridgestone Innovative and Rational Development) passenger tire facility has been a big reason for the increase. Opened in Monterrey, Nuevo Leon, late in 2007, the plant produces 6,000 passenger tires a day.

Last August, Michelin North America pulled the plug on plans to build a factory in Guanajuato, Mexico, citing the need to "adjust its production capacity in North America due to the decline of regional tire markets."

A number of other moves were made in concert with the recession in the U.S.

Kumho Tire Co. delayed construction of its \$165 million, 5.7 million-square-foot tire plant in Bibb County, Ga. The plant was scheduled to begin production of original equipment and replacement tires by 2010.

Chart 16 NORTH AMERICAN TIRE PLANT CAPACITIES as of January 1, 2009 (in thousands of units)								
Plant location/ Year constructed	Non- union	ISO	QS	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total
Bridgestone/Firestone								
La Vergne, Tenn., 1972		x	x	7.1	2.3	6.2	0.0	15.6
Warren County, Tenn., 1990		x	x	0.0	0.0	8.0	0.0	8.0
Bloomington, Ill., 1965		x	x	0.0	0.0	0.0	0.25	0.25
Des Moines, Iowa, 1945		x	x	0.0	0.0	0.0	4.3	4.3
Wilson City, N.C., 1974	x	x	x	33.1	0.0	0.0	0.0	33.1
Aiken County, S.C., 1999	x	x	x	17.3	7.7	0.0	0.0	25.0
Joliette, Quebec, 1966		x	x	9.3	7.2	0.0	0.0	16.5
Monterrey, Mexico, 2007	x			6.0	0.0	0.0	0.0	6.0
Cuernavaca, Mexico, 1980		x	x	11.0	4.4	0.0	0.0	15.4
Total:				83.8	21.6	14.2	4.55	124.15
Carlisle Tire & Wheel Co.								
Carlisle, Pa., 1917	x			0.0	0.0	0.0	26.0	26.0
Clinton, Tenn. (Dico), 1974	x	x		0.0	0.0	0.0	15.0	15.0
Total:				0.0	0.0	0.0	41.0	41.0
Continental Tire North America Inc.								
Mount Vernon, Ill., 1973	x	x	x	28.0	8.0	4.5	0.0	40.5
Total:				28.0	8.0	4.5	0.0	40.5
Cooper								
Findlay, Ohio, 1917		x		6.6	15.4	0.0	0.0	22.0
Texarkana, Ark., 1964		x		24.0	8.0	0.0	0.0	32.0
Tupelo, Miss., 1984/1960	x	x		41.0	0.0	0.0	0.0	41.0
Albany, Ga., 1990/1967	x	x		15.8	10.5	0.0	0.0	26.3
Total:				87.4	33.9	0.0	0.0	121.3
Goodyear								
Buffalo, N.Y., 1923			x	4.3	5.4	1.75	4.55	16.0
Danville, Va., 1966		x	x	0.0	0.0	11.2	0.0	11.2
Fayetteville, N.C., 1969		x	x	36.0	9.0	0.0	0.0	45.0
Gadsden, Ala., 1928		x	x	15.0	10.0	0.0	0.0	25.0
Lawton, Okla., 1978	x	x	x	65.0	0.0	0.0	0.0	65.0
Topeka, Kan., 1945		x	x	0.0	1.0	5.5	1.5	8.0
Union City, Tenn., 1968		x	x	35.0	13.0	0.0	0.0	48.0
Medicine Hat, Alberta, 1960		x	x	15.0	0.0	0.0	0.0	15.0
Napanee, Ontario, 1990	x	x	x	19.0	0.0	0.0	0.0	19.0
Total:				189.3	38.4	18.45	6.05	252.2
GTY (General/Toyo/Yokohama)								
Mount Vernon, Ill., 1988	x	x	x	0.0	0.0	7.3	0.0	7.3
Total:				0.0	0.0	7.3	0.0	7.3
Michelin								
Ardmore, Okla., 1969	x	x	x	40.0	3.0	0.0	0.0	43.0
Dothan, Ala., 1979	x		x	1.0	4.0	0.0	0.0	5.0
Fort Wayne, Ind., 1961				20.0	8.0	0.0	0.0	28.0
Greenville, S.C., 1975	x		x	28.0	0.0	0.0	0.0	28.0
Greenville, S.C. (C3M), 1997	x	x	x	7.0	0.0	0.0	0.0	7.0
Lexington, S.C., 1981	x		x	19.0	0.0	0.0	0.0	19.0
Lexington, S.C., 1998	x	x		0.0	0.0	0.0	0.09	0.09
Opelika, Ala., 1963			x	20.0	6.0	0.0	0.0	26.0
Spartanburg, S.C., 1978	x		x	0.0	0.0	7.0	0.0	7.0
Tuscaloosa, Ala., 1945			x	22.0	6.0	0.0	0.0	28.0

Plant location/ Year constructed	Non-union	ISO	QS	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total
Bridgewater, Nova Scotia, Canada, 1973	x		x	11.0	3.0	0.0	0.0	14.0
New Glasgow, Nova Scotia, Canada, 1971	x		x	7.0	1.0	0.0	0.0	8.0
Waterville, Nova Scotia, Canada, 1982	x		x	0.0	0.0	0.0	4.5	4.5
Queretaro, Mexico	x			6.0	0.0	0.0	0.0	6.0
Total:				181.0	31.0	7.0	4.59	223.59
Pensler Capital (Denman)								
Warren, Ohio, 1919				0.2	1.22	0.0	1.58	3.0
Total:				0.2	1.22	0.0	1.58	3.0
Pirelli Tire North America								
Rome, Ga., (MIRS), 2002	x	x		1.1	0.4	0.0	0.0	1.5
Total:				1.1	0.4	0.0	0.0	1.5
Specialty Tires of America								
Indiana, Pa., 1915	x			0.0	0.4	0.0	4.6	5.0
Unicoi, Tenn., 1997	x			0.0	0.0	0.0	1.6	1.6
Total:				0.0	0.4	0.0	6.2	6.6
Titan Tire Corp.								
Bryan, Ohio, 1967		x	x	0.0	0.0	0.0	0.31	0.31
Des Moines, Iowa, 1943		x		0.0	0.0	0.0	11.25	11.25
Freeport, Ill., 1964		x	x	0.0	0.0	0.0	8.1	8.1
Total:				0.0	0.0	0.0	19.66	19.66
Toyo Tire North America Manufacturing Inc.								
White, Ga., 2005	x			6.0	1.0	0.0	0.0	7.0
Total:				6.0	1.0	0.0	0.0	7.0
Trelleborg Wheel Systems								
Hartville, Ohio, 1965		x		0.0	0.0	0.0	1.5	1.5
Total:				0.0	0.0	0.0	1.5	1.5
Yokohama/Mohawk								
Salem, Va., 1968				22.5	0.6	0.0	0.0	23.1
Total:				22.5	0.6	0.0	0.0	23.1
Grupo Carso/Euzkadi (Continental AG)								
San Luis Potosi, Mexico				15.0	5.0	0.0	0.0	20.0
Total:				15.0	5.0	0.0	0.00	20.0
JK Tyre & Industries (formerly CIA Hulera Tornel)								
Mexico City, Mexico				0.5	1.0	1.5	0.64	3.64
Tultitlan, Mexico				7.0	1.5	0.5	0.4	9.4
Tacuba, Mexico				2.5	2.5	0.0	0.0	5.0
Total:				10.0	5.0	2.0	1.04	18.04
Corporacion de Occidente SA de CV								
Guadalajara, Mexico, 2005	x	x	x	10.0	6.9	2.8	0.0	19.7
Total:				10.0	6.9	2.8	0.00	19.7
U.S. Totals								
				515.0	120.92	51.45	80.63	768.0
Canadian Totals								
				61.3	11.2	0.0	4.5	77.0
Mexican Totals								
				58.0	21.3	4.8	1.04	85.14
TOTAL:								
				634.3	153.42	56.25	86.17	930.14
2008 vs. 2007								
				-3.9%	-4.4%	0.9%	4.0%	-3.7%
2007 vs. 2006								
				-0.8%	10.6%	5.8%	-1.3%	1.2%

No timetable for restarting the project has been announced.

In response to weakened demand, Goodyear, Bridgestone, Michelin, Cooper and Titan reduced production levels at many of their domestic plants through partial shutdowns or layoffs or both.

Will Bridgestone end consumer tire production at its La Vergne, Tenn., plant? It seems likely.

"We have had initial discussions with officials from the United Steelworkers regarding the potential elimination of



Bridgestone's BIRD plant in Mexico produces 6,000 tires a day.

passenger and light truck tire production at our La Vergne, Tenn., plant," said the company. "While no final decision has yet been made, the union has communicated with its members that it would take 'massive cuts to wages and benefits' to get passenger and light truck tire production at the facility to a break-even profitability point."

La Vergne also has capacity to produce 6,200 truck tires per day.

Titan International Inc. began a series of "rolling shutdowns" at its Freeport, Ill., plant this month. According to CEO Morry Taylor, the cost-cutting move (two weeks off, six weeks on) will continue until the union contract expires in November 2010. After that, the facility may cease tire production, he adds. If that happens, the plant's equipment would be moved to the company's Bryan, Ohio, and Des Moines, Iowa, plants.

There was some good news on the domestic manufacturing front. Pirelli is investing \$15 million in its MIRS (Modular Integrated Robotized System) plant in Rome, Ga.

The money is earmarked for a fifth production module, which will boost manufacturing capacity by 20%.

PLANT CAPACITIES

Tire capacity, not production, in North America totals 352,706,800 tires, not counting race tires, as of Jan. 1, 2008. Despite two plant closings, that's up 1.2% over the previous year for two reasons:

1. Many of the expansion plans for U.S. manufacturing facilities announced in 2005, 2006 and even 2007 were completed or are well on their way to completion.

2. Expansion in Mexico was up 41%, with more to come. It is "the fastest-growing market in North America," according to Jim Micali, chairman and president of Michelin North America.

U.S. capacity was 295.5 million tires, or 83.8% of the North American total (see Chart 16). Last year, U.S. capacity represented 85.9%. The closing of Goodyear's Tyler, Texas, plant Dec. 28 lowered the total by 32,000 tires a day, or 11.68 million for the year.

Canadian tire plant capacity totaled 27.9 million tires, or 7.9% of the total. That was down 1.2%. However, Michelin is investing \$44 million in modernizing and expanding its Bridgewater, Nova Scotia, consumer tire plant, with the province kicking in another \$6 million. The project is due to be completed in 2009.

The expansion addresses the need for greater flexibility, according to Michelin. It also will enable the plant to produce complex tire designs, as well as deliver larger dimension tires for cars and light trucks.

Mexican capacity was 29.2 million tires, or 8.3% of the total. Bridgestone announced it will close its Mexico City, Mexico, manufacturing plant during the second half of 2008, so we eliminated it from our list to more accurately reflect true North American plant capacity. The company more than made up for Mexico City's 2,000-tire-a-day capacity by opening a plant in Monterrey, Nuevo Leon, Mexico. It produces 8,000 tires a day using "BIRD" (for Bridgestone Innovative and Rational Development) technology.

NORTH AMERICAN TIRE PLANT CAPACITIES								
as of January 1, 2008 (in thousands of units)								
Plant Location/ Year Constructed	Non- Union	ISO	QS	Passenger per day	Light truck per day	Truck per day	Others per day	Total
Bridgestone/Firestone								
La Vergne, Tenn., 1972		x	x	14.6	3.0	6.2	0.0	23.8
Warren County, Tenn., 1990		x	x	0.0	0.0	7.5	0.0	7.5
Bloomington, Ill., 1965		x	x	0.0	0.0	0.0	0.3	0.3
Des Moines, Iowa, 1945		x	x	3.0	0.0	1.5	7.2	11.7
Wilson City, N.C., 1974	x	x	x	40.0	5.0	0.0	0.0	45.0
Aiken County, S.C., 1999	x	x	x	20.0	6.0	0.0	0.0	26.0
Joliette, Quebec, 1966		x	x	9.3	6.2	0.0	0.0	15.5
Monterrey, Mexico, 2007	x			6.0	2.0	0.0	0.0	8.0
Cuernavaca, Mexico, 1980		x	x	11.0	3.0	0.0	0.0	14.0
Total:				103.9	25.2	15.2	7.50	151.8
Carlisle Tire & Wheel Co.								
Carlisle, Pa., 1917	x			0.0	0.0	0.0	26.0	26.0
Clinton, Tenn. (Dico), 1974	x	x		0.0	0.0	0.0	15.0	15.0
Total:				0.0	0.0	0.0	41.0	41.0
Continental Tire-North America Inc.								
Mount Vernon, Ill., 1973	x	x	x	24.0	6.0	4.0	0.0	34.0
Total:				24.0	6.0	4.0	0.0	34.0
Cooper								
Findlay, Ohio, 1917				6.6	15.4	0.0	0.0	22.0
Texarkana, Ark., 1964				24.0	8.0	0.0	0.0	32.0
Tupelo, Miss., 1984/1960	x			41.0	0.0	0.0	0.0	41.0
Albany, Ga., 1990/1967	x			15.8	10.5	0.0	0.0	26.3
Total:				87.4	33.9	0.0	0.0	121.3
Goodyear								
Buffalo, N.Y., 1923			x	5.3	5.5	1.75	4.55	17.1
Danville, Va., 1966		x	x	0.0	0.0	11.2	2.0	13.2
Fayetteville, N.C., 1969		x	x	46.0	11.0	0.0	0.0	57.0
Gadsden, Ala., 1928		x	x	15.0	10.0	0.0	0.0	25.0
Lawton, Okla., 1978	x	x	x	65.0	0.0	0.0	0.0	65.0
Topeka, Kan., 1945		x	x	0.0	1.0	5.5	1.5	8.0
Union City, Tenn., 1968		x	x	37.0	13.0	0.0	0.0	50.0
Medicine Hat, Alberta, 1960		x	x	15.5	0.0	0.0	0.0	15.5
Napanee, Ontario, 1990	x	x	x	19.0	0.0	0.0	0.0	19.0
Total:				202.8	40.5	18.45	8.05	269.8
GTY (General/Toyo/Yokohama)								
Mount Vernon, Ill., 1988	x	x	x	0.0	0.0	7.3	0.0	7.3
Total:				0.0	0.0	7.3	0.0	7.3
Michelin								
Ardmore, Okla., 1969	x	x	x	41.0	4.0	0.0	0.0	45.0
Dothan, Ala., 1979	x		x	1.0	4.0	0.0	0.0	5.0
Fort Wayne, Ind., 1961				20.0	8.0	0.0	0.0	28.0
Greenville, S.C., 1975	x		x	26.0	0.0	0.0	0.0	26.0
Greenville, S.C. (C3M), 1997	x	x	x	7.0	0.0	0.0	0.0	7.0
Lexington, S.C., 1981	x		x	19.0	0.0	0.0	0.0	19.0
Lexington, S.C., 1998	x	x		0.0	0.0	0.0	0.08	0.08
Opelika, Ala., 1963			x	20.0	6.0	0.0	0.0	26.0
Spartanburg, S.C., 1978	x		x	0.0	0.0	6.4	0.0	6.4
Tuscaloosa, Ala., 1945			x	22.0	6.0	0.0	0.0	28.0

Chart 16

Plant Location/ Year Constructed	Non- Union	ISO	QS	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total
Bridgewater, Nova Scotia, Canada, 1973	x		x	11.0	3.0	0.0	0.0	14.0
New Glasgow, Nova Scotia, Canada, 1971	x		x	7.0	1.0	0.0	0.0	8.0
Waterville, Nova Scotia, Canada, 1982	x		x	0.0	0.0	0.0	4.5	4.5
Queretaro, Mexico	x			6.0	0.0	0.0	0.0	6.0
Total:				180.0	32.0	6.4	4.58	222.98
Pensler Capital (Denman)								
Warren, Ohio, 1919				0.2	1.22	0.0	1.58	3.0
Total:				0.2	1.22	0.0	1.58	3.0
Pirelli Tire North America								
Rome, Ga., (MIRS), 2002	x	x		1.0	0.4	0.0	0.0	1.4
Total:				1.0	0.4	0.0	0.0	1.4
Specialty Tires of America								
Indiana, Pa., 1915	x			0.0	0.4	0.0	4.6	5.0
Unicoi, Tenn., 1997	x			0.0	0.0	0.0	1.6	1.6
Total:				0.0	0.4	0.0	6.2	6.6
Tilan Tire Corp.								
Bryan, Ohio, 1967		x	x	0.0	0.0	0.0	0.31	0.31
Des Moines, Iowa, 1943		x		1.1	4.0	0.0	8.0	13.1
Freeport, Ill., 1964		x	x	0.0	0.0	0.0	10.0	10.0
Total:				1.1	4.0	0.0	18.31	23.41
Toyo Tire North America								
White, Ga., 2005	x			6.0	1.0	0.0	0.0	7.0
Total:				6.0	1.0	0.0	0.0	7.0
Trelleborg Wheel Systems								
Hartville, Ohio, 1965		x		0.0	0.0	0.0	1.5	1.5
Total:				0.0	0.0	0.0	1.5	1.5
Yokohama/Mohawk								
Salem, Va., 1968				22.5	0.6	0.0	0.0	23.1
Total:				22.5	0.6	0.0	0.0	23.1
Grupo Carso/Euzkadi (Continental AG)								
San Luis Potosi, Mexico				15.0	5.0	0.0	0.0	20.0
Total:				15.0	5.0	0.0	0.00	20.0
CIA Hulera Tornel								
Mexico City, Mexico				0.4	0.82	1.44	0.64	3.3
Tultitlan, Mexico				4.42	1.06	0.15	0.4	6.03
Tacuba, Mexico				1.6	1.5	0.0	0.0	3.1
Total:				6.42	3.38	1.59	1.04	12.43
Corporacion de Occidente SA de CV								
Guadalajara, Mexico, 2005	x	x	x	10.0	6.9	2.8	0.0	19.7
Total:				10.0	6.9	2.8	0.00	19.7
U.S. Totals								
Canadian Totals				61.8	10.2	0.0	4.5	76.5
Mexican Totals				54.42	20.28	4.39	1.04	80.13
TOTAL:				660.32	160.50	55.74	89.76	966.32
2007 vs. 2006								
2006 vs. 2005				-0.8%	10.6%	5.8%	-1.3%	1.2%
				-13.7%	-2.7%	0.0%	0.03%	-10.3%

The highly automated plant primarily will serve the North American tire market by producing high performance, UHP and large rim diameter passenger and light truck tires.

Tire manufacturers announced they will invest \$598 million in their domestic plants in 2007 and beyond.

- Bridgestone Firestone: "at least" \$12 million, Bloomington, Ill., OTR tire plant; \$33 million, Aiken County consumer tire plant.

- Continental: \$78 million, Mount Vernon, Ill, truck tire plant.

- Goodyear: \$125 million, Gadsden, Ala., consumer tire plant.

- Michelin: \$350 million, all five South Carolina plants.

Will Kumho build a plant in the U.S.? Oh, yes

Dr. Sae-Chul Oh, CEO and president of Kumho Tire Co., says Kumho plans to build an automated plant in the United States. Georgia and Alabama are being considered for the plant's location.

He also says Kumho plans to increase its worldwide tire capacity by 20% next year. Part of the increase will come from expanding two of Kumho's three existing plants in China. A fourth Chinese plant is under construction.

Globally, Kumho produces almost 60 million tires a year. Chinese tire production accounts for 28 million of those tires, or 46.6% of the total.

Michelin also has announced plans to build a plant in North America. Construction on the new passenger and light truck tire manufacturing plant will begin in Guanajuato, Mexico, late this year.

It will be up and running in 2010, and represents an investment of up to \$740 million through the end of 2014.

American Tire Corp. has announced plans to build a \$500 million large OTR tire manufacturing facility in Washington. The company projects it will produce 50,000 giant radial tires a year, up to 63-inch sizes, when it is running at full capacity.

In 2009, Trelleborg Wheel Systems will stop producing industrial tires at its Hartville, Ohio, plant. The capacity is moving to the Trelleborg plant in Sri Lanka.

PLANT CAPACITIES

Tire capacity, not production, in North America in 2006 was 346,743,790 tires, not counting race tires. (North America is third, behind Asia and Europe, in actual tire production per continent.)

U.S. capacity was more than 297 million tires, or 85.9% of the total. However, capacity was down 7.8% compared to 2005 because of plant closings in Charlotte, N.C. (Continental) and Oklahoma City, Okla. (Bridgestone Firestone).

Canadian tire plant capacity was 28.3 million tires, or 8.1% of the total. That was down 34.6%, also because of two plant closings.

Michelin shuttered its Kitchener, Ontario, consumer tire plant at mid-year, while Goodyear is in the process of converting its Valleyfield, Quebec, plant into a materials mixing facility. (Because the completion date for the transition was the end of the second quarter of 2007, we eliminated the Valleyfield plant from our list to more accurately reflect true North American plant capacity.)

Mexican capacity was 20.6 million tires, the same as in 2005. That will change when Bridgestone Firestone begins production at its new \$220 million tire manufacturing plant in Monterrey, Nuevo Leon, Mexico, later this year.

Featuring the company's BIRD (for Bridgestone Innovative and Rational Development) production system, the plant will produce 8,000 high performance, ultra-high performance and large-rim diameter light truck and SUV tires per day by October 2008.

Oklahoma has the capacity to manufacture 111,000 tires a day, more than any other state, followed by North Carolina. The top 10 states account for 79.8% of total tire production in the U.S.

NORTH AMERICAN TIRE PLANT CAPACITIES

as of Jan. 1, 2007 (in thousands of units)

	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total:
Bridgestone Firestone					
+La Vergne, Tenn., 1972	13.6	0.0	6.2	0.0	19.8
+Warren County, Tenn., 1990	0.0	0.0	7.5	0.0	7.5
+Bloomington, Ill., 1965	0.0	0.0	0.0	0.3	0.3
+Des Moines, Iowa, 1945	3.0	0.0	1.5	7.2	11.7
+*Wilson City, N.C., 1974	38.0	4.0	0.0	0.0	42.0
+*Aiken County, S.C., 1999	19.0	6.0	0.0	0.0	25.0
+Joliette, Quebec, 1966	9.3	6.2	0.0	0.0	15.5
+Mexico City, Mexico, 1958	1.0	1.0	0.0	0.0	2.0
+Cuernavaca, Mexico, 1980	10.0	3.0	0.0	0.0	13.0
Total:	93.9	20.2	15.2	7.5	136.8
Carlisle Tire & Wheel Co.					
*Carlisle, Pa., 1917	0.0	0.0	0.0	26.0	26.0
+*Clinton, Tenn. (Dico), 1974	0.0	0.0	0.0	15.0	15.0
Total:	0.0	0.0	0.0	41.0	41.0
Continental Tire North America Inc.					
+*Mount Vernon, Ill., 1973	22.0	5.0	2.933	0.0	29.933
Total:	22.0	5.0	2.933	0.0	29.933
Cooper Tire & Rubber Co.					
Findlay, Ohio, 1917	6.6	15.4	0.0	0.0	22.0
Texarkana, Ark., 1964	27.8	9.3	0.0	0.0	37.1
*Tupelo, Miss., 1984/1960	41.0	0.0	0.0	0.0	41.0
*Albany, Ga., 1990/1967	15.8	10.5	0.0	0.0	26.3
Total:	91.2	35.2	0.0	0.0	126.4
Goodyear Tire & Rubber Co.					
=Buffalo, N.Y., 1923	4.2	5.5	1.75	4.55	16.0
+Danville, Va., 1966	0.0	0.0	11.0	2.0	13.0
+Fayetteville, N.C., 1969	47.0	12.0	0.0	0.0	59.0
+Gadsden, Ala., 1928	15.0	10.0	0.0	0.0	25.0
+*Lawton, Okla., 1978	63.0	3.0	0.0	0.0	66.0
+Topeka, Kan., 1945	0.0	0.0	6.5	1.5	8.0
+Tyler, Texas, 1962	32.0	0.0	0.0	0.0	32.0
+Union City, Tenn., 1968	36.0	12.0	0.0	0.0	48.0
+Medicine Hat, Alberta, 1960	15.5	0.0	0.0	1.0	16.5
+*Napanea, Ontario, 1990	19.0	0.0	0.0	0.0	19.0
Total:	231.7	42.5	19.25	9.05	302.5
GTY (General/Toyo/Yokohama)					
+*Mount Vernon, Ill., 1988	0.0	0.0	2.7	0.0	2.7
Michelin North America Inc.					
+*Ardmore, Okla., 1969	41.0	4.0	0.0	0.0	45.0
=Dothan, Ala., 1979	0.5	4.0	0.0	0.0	4.5
Fort Wayne, Ind., 1961	17.5	7.5	0.0	0.0	25.0
+*Greenville, S.C., 1975	23.0	0.0	0.0	0.0	23.0
+*Greenville, S.C. (C3M), 1997	7.0	0.0	0.0	0.0	7.0
+*Lexington, S.C., 1981	19.0	0.0	0.0	0.0	19.0
+*Lexington, S.C., 1998	0.0	0.0	0.0	0.07	0.07
=Opelika, Ala., 1963	19.0	4.0	0.0	0.0	23.0
+*Spartanburg, S.C., 1978	0.0	0.0	6.4	0.0	6.4
=Tuscaloosa, Ala., 1945	21.0	4.0	0.0	0.0	25.0
+*Bridgewater, Nova Scotia, 1973	11.0	3.0	0.0	0.0	14.0
=*New Glasgow, Nova Scotia, 1971	7.0	1.0	0.0	0.0	8.0
+*Waterville, Nova Scotia, 1982	0.0	0.0	0.0	4.5	4.5
*Queretaro, Mexico	6.0	0.0	0.0	0.0	6.0
Total:	172.0	27.5	6.4	4.57	210.47

Chart 15

NORTH AMERICAN TIRE PLANT CAPACITIES

as of Jan. 1, 2007 (in thousands of units)

	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total:
Pensler Capital (Denman) Warren, Ohio, 1919	0.2	1.22	0.0	1.58	3.0
Pirelli Tire North America +*Rome, Ga. (MIRS), 2002	1.0	0.4	0.0	0.0	1.4
Specialty Tires of America Inc. *Indiana, Pa., 1915 *Unicoi, Tenn., 1997 Total:	0.4 0.0 0.4	0.0 0.0 0.0	0.0 0.0 0.0	4.6 1.6 6.2	5.0 1.6 6.6
Titan Tire Corp. +Bryan, Ohio, 1967 +Des Moines, Iowa, 1943 +Freeport, Ill., 1964 Total:	0.0 1.1 0.0 1.1	0.0 4.0 0.0 4.0	0.0 0.0 0.0 0.0	0.3 8.0 9.5 17.8	0.3 13.1 9.5 22.9
Toyo Tire North America *White, Ga., 2005	5.5	0.0	0.0	0.0	5.5
Trelleborg Wheel Systems +Hartville, Ohio, 1965	0.0	0.0	0.0	2.1	2.1
Yokohama Tire Corp. +Salem, Va., 1968	22.5	0.6	0.0	0.0	23.1
Grupo Carso/Euzkadi (Continental AG) San Luis Potosi, Mexico	15.0	5.0	0.0	0.15	20.15
CIA Hulera Tornel Mexico City, Mexico Tultitlan, Mexico Tacuba, Mexico Total:	0.4 4.42 1.6 6.42	0.82 1.06 1.5 3.38	1.44 0.15 0.0 1.59	0.64 0.4 0.0 1.04	3.3 6.03 3.1 12.43
Western Tire Corp. El Salto Tire Factory +*Jalisco, Mexico, 2005	3.0	0.0	0.0	0.0	3.0
U.S. Totals	562.7	122.42	46.483	84.3	815.903
Canadian Totals	61.8	10.2	0.0	5.5	77.5
Mexican Totals	41.42	12.38	1.59	1.19	56.58
TOTAL:	665.92	145.00	48.073	90.99	949.983
Change, 2006 vs. 2005:					
U.S.	-10.4%	-2.6%	0%	+0.3%	-7.8%
Canada	-39.4%	-7.2%	0%	0%	-34.6%
Mexico	0%	0%	0%	0%	0%
TOTAL:	-13.7%	-2.7%	0%	+0.3%	-10.3%
* Non-union + ISO Certified = QS Certified					

'Optimistic' forecast

With Goodyear's Tyler, Texas, plant scheduled to close by year's end, U.S. plant capacity will decrease by another 32,000 tires a day. In addition, Trelleborg Wheel Systems announced it was transferring the capacity at its Hartville, Ohio, industrial tire plant to Sri Lanka over the next two years.

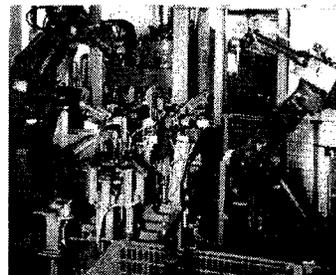
More plants may close, but North American manufacturing is far from dying. In 2006, tire manufacturers committed \$443 million to expanding five non-union plants.

- Bridgestone Firestone: \$17 million, Aiken County, S.C.; \$250 million (over 10 years), Wilson City, N.C.

- Continental: up to \$70 million, Mount Vernon, Ill.

- Michelin: \$80 million, Waterville, Nova Scotia; \$26 million, Greenville, S.C.

As part of their 2006 contracts with the United Steelworkers, Goodyear and Michelin will invest \$550 million and \$100 million, respectively, in eight plants.



Pirelli Tire North America plans to add a fifth module to its MIRS (Modular Integrated Robotized System) plant in Rome, Ga., in 2008.

Titan Tire Corp. is reorganizing production at its three domestic tire facilities. After purchasing Continental's Bryan, Ohio, OTR plant last year, it moved log skidder tire production to its lower-cost manufacturing plants in Des Moines, Iowa, and Freeport, Ill.

Cooper also is modifying production by converting its Texarkana plant into a "flex" plant.

North American plant capability

ANALYSIS

North America's hot spot for producing tires is Mexico

Tire capacity (not production) in North America in 2005 was 386,904,740 tires. United States capacity was more than 323 million tires, or 83.5% of the total. Canadian tire plant capacity was 43.2 million tires, or 11.2% of the total. Mexican capacity was 20.6 million tires, or 5.3% of total North American capacity. However, because of its low-cost manufacturing base and proximity to the U.S., Mexican capacity increased in 2005 vs. 2004. That will be a continuing trend in the next few years.

A year ago, a group of private investors re-opened an Euzkadi-brand tire factory in Jalisco, Mexico, at a cost of \$80 million. Under the name Western Tire Corp. El Salto Tire Factory, the facility produces close to 3,000 passenger tires a day. Before it was closed by Continental AG in 2001, the plant was producing more than 8,000 consumer tires a day.

Last April, Bridgestone Americas Holding Inc. broke ground on a \$220 million passenger and light truck tire plant in Monterrey, Nuevo Leon, Mexico. Featuring Bridgestone Innovative and Rational Development (BIRD) technology, the highly automated facility will produce high performance, ultra-high performance and large-rim diameter light truck tires primarily for the North American market beginning in July 2007. Tire production capacity will be about 8,000 tires a day by October 2008.

Another manufacturer, Hankook Tire Co. Ltd., has hinted that it may build a plant close to both the U.S. and Latin America in 2008 or 2009.

Continental Tire North America Inc. expanded capacity at its Grupo Carso plant in San Luis Potosi, Mexico, by transferring equipment from its Mayfield, Ky., facility, which suspended tire production indefinitely in 2004.

DAILY U.S. TIRE PLANT CAPACITY AS OF JAN. 1, 2006
(Top 10 states in thousands of units)

State	Units	% of total
Oklahoma	161.9	16.2%
North Carolina	126.4	14.3%
Tennessee	91.9	10.4%
South Carolina	80.4	9.1%
Alabama	77.5	8.7%
Mississippi	41.0	4.6%
Illinois	40.1	4.5%
Arkansas	37.1	4.2%
Virginia	36.1	4.1%
Georgia	28.7	3.2%

The top 10 states account for 81.3% of total tire production in the U.S.

North American plant capacities

The opening of Toyo Tire North America's White, Ga., plant and the re-opening of a former Euzkadi plant in Jalisco, Mexico, increased the number of North American tire manufacturing facilities to 60 (racing tire plants are not included). The number of unionized plants remained at 34, or 56.6% of the total. Since the big industry-wide strike by the United Rubber Workers in 1976, seven consumer tire plants have opened in the U.S.; none are unionized. That doesn't include two plants Cooper Tire & Rubber Co. resurrected in Tupelo, Miss., and Albany, Ga. Those plants aren't unionized, either.

NORTH AMERICAN TIRE PLANT CAPACITIES as of Jan. 1, 2006 (in thousands of units)

	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total:
Bridgestone Firestone					
◇ Δ La Vergne, Tenn., 1972	13.6	0.0	6.2	0.0	19.8
◇ Δ Warren County, Tenn., 1990	0.0	0.0	7.5	0.0	7.5
◇ Δ Bloomington, Ill., 1965	0.0	0.0	0.0	0.3	0.3
◇ Δ Des Moines, Iowa, 1945	3.0	0.0	1.5	7.2	11.7
◇ Δ *Wilson City, N.C., 1974	38.0	4.0	0.0	0.0	42.0
◇ Δ *Aiken County, S.C., 1999	19.0	6.0	0.0	0.0	25.0
◇ Δ Oklahoma City, Okla., 1969	42.5	8.0	0.0	0.0	50.5
◇ Δ Joliette, Quebec, 1966	9.0	6.0	0.0	0.0	15.0
◇ Δ Mexico City, Mexico, 1958	1.0	1.0	0.0	0.0	2.0
◇ Δ Cuernavaca, Mexico, 1980	10.0	3.0	0.0	0.0	13.0
Total:	136.1	28.0	15.2	7.5	186.8
Carlisle Tire & Wheel Co.					
*Carlisle, Pa., 1917	0.0	0.0	0.0	26.0	26.0
◇ *Clinton, Tenn. (Dico), 1974	0.0	0.0	0.0	15.0	15.0
Total:	0.0	0.0	0.0	41.0	41.0
Continental Tire North America Inc.					
◇ Δ Bryan, Ohio, 1967	0.0	0.0	0.0	0.3	0.3
◇ Δ Charlotte, N.C., 1967	25.0	0.36	0.0	0.0	25.36
◇ Δ *Mount Vernon, Ill., 1973	24.7	0.0	2.933	0.0	27.633
Total:	49.7	0.36	2.933	0.3	53.293
Cooper Tire & Rubber Co.					
Findlay, Ohio, 1917	6.6	15.4	0.0	0.0	22.0
Texarkana, Ark., 1964	27.8	9.3	0.0	0.0	37.1
*Tupelo, Miss., 1984/1960	41.0	0.0	0.0	0.0	41.0
*Albany, Ga., 1990/1967	15.8	10.5	0.0	0.0	26.3
Total:	91.2	35.2	0.0	0.0	126.4
Goodyear Tire & Rubber Co.					
Δ Buffalo, N.Y., 1923	4.2	5.5	1.75	4.55	16.0
◇ Δ Danville, Va., 1966	0.0	0.0	11.0	2.0	13.0
◇ Δ Fayetteville, N.C., 1969	47.0	12.0	0.0	0.0	59.0
◇ Δ Gadsden, Ala., 1928	15.0	10.0	0.0	0.0	25.0
◇ Δ *Lawton, Okla., 1978	63.0	3.0	0.0	0.0	66.0
◇ Δ Topeka, Kan., 1945	0.0	0.0	6.5	1.5	8.0
◇ Δ Tyler, Texas, 1962	32.0	0.0	0.0	0.0	32.0
◇ Δ Union City, Tenn., 1968	36.0	12.0	0.0	0.0	48.0
◇ Δ Medicine Hat, Alberta, 1960	15.5	0.0	0.0	1.0	16.5
◇ Δ *Napance, Ontario, 1990	19.0	0.0	0.0	0.0	19.0
◇ Δ Valleyfield, Quebec, 1964	23.0	0.0	0.0	0.0	23.0
Total:	254.7	42.5	19.25	9.05	325.5
GTY (General/Toyo/Yokohama)					
◇ Δ *Mount Vernon, Ill., 1988	0.0	0.0	2.7	0.0	2.7

North American plant capacities

Michelin North America Inc.					
◇ Δ *Ardmore, Okla., 1969	41.0	4.0	0.0	0.0	45.0
Δ *Dothan, Ala., 1979	0.5	4.0	0.0	0.0	4.5
Fort Wayne, Ind., 1961	17.5	7.5	0.0	0.0	25.0
Δ *Greenville, S.C., 1975	23.0	0.0	0.0	0.0	23.0
◇ Δ *Greenville, S.C. (C3M), 1997	7.0	0.0	0.0	0.0	7.0
Δ *Lexington, S.C., 1981	19.0	0.0	0.0	0.0	19.0
◇ *Lexington, S.C., 1998	0.0	0.0	0.0	0.04	0.04
Δ Opelika, Ala., 1963	19.0	4.0	0.0	0.0	23.0
Δ *Spartanburg, S.C., 1978	0.0	0.0	6.4	0.0	6.4
Δ Tuscaloosa, Ala., 1945	21.0	4.0	0.0	0.0	25.0
Δ *Bridgewater, Nova Scotia, 1973	11.0	3.0	0.0	0.0	14.0
Δ Kitchener, Ontario, 1962	17.5	1.0	0.0	0.0	18.5
Δ *New Glasgow, Nova Scotia, 1971	7.0	1.0	0.0	0.0	8.0
Δ *Waterville, Nova Scotia, 1982	0.0	0.0	0.0	4.5	4.5
*Queretaro, Mexico	6.0	0.0	0.0	0.0	6.0
Total:	189.5	28.5	6.4	4.54	228.94
Pensler Capital (Denman)					
Warren, Ohio, 1919	0.2	1.22	0.0	1.58	3.0
Pirelli Tire North America					
*Rome, Ga. (MIRS), 2002	1.0	0.4	0.0	0.0	1.4
Specialty Tires of America Inc.					
*Indiana, Pa., 1915	0.4	0.0	0.0	4.6	5.0
*Unicoi, Tenn., 1997	0.0	0.0	0.0	1.6	1.6
Total:	0.4	0.0	0.0	6.2	6.6
Titan Tire Corp.					
◇ Des Moines, Iowa, 1943	1.1	4.0	0.0	8.0	13.1
◇ Δ Freeport, Ill., 1964	0.0	0.0	0.0	9.5	9.5
Total:	1.1	4.0	0.0	17.5	22.6
Toyo Tire North America					
*White, Ga., 2005	1.0	0.0	0.0	0.0	1.0
Trelleborg Wheel Systems					
◇ Hartville, Ohio, 1965	0.0	0.0	0.0	2.1	2.1
Yokohama Tire Corp.					
◇ Salem, Va., 1968	22.5	0.6	0.0	0.0	23.1
Grupo Carso/Euzkadi (Continental AG)					
San Luis Potosi, Mexico	15.0	5.0	0.0	0.15	20.15
CIA Hulera Tormel					
Mexico City, Mexico	0.4	0.82	1.44	0.64	3.3
Tultitlan, Mexico	4.42	1.06	0.15	0.4	6.03
Tacuba, Mexico	1.6	1.5	0.0	0.0	3.1
Total:	6.42	3.38	1.59	1.04	12.43
Western Tire Corp.					
El Salto Tire Factory					
◇ *Jalisco, Mexico, 2005	3.0	0.0	0.0	0.0	3.0
	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total:
U.S. Totals	628.4	125.78	46.483	84.27	884.933
Canadian Totals	102.0	11.0	0.0	5.5	118.5
Mexican Totals	41.42	12.38	1.59	1.19	56.58
TOTAL:	771.82	149.16	48.073	90.96	1,060.013
* Non-union ◇ ISO Certified Δ QS Certified					

North American plant capability

Total tire production capacity in North America as of Jan. 1, 2005, was 384,280,390 tires annually, 1.2% more than it was 12 months earlier.

Despite a plant closing, total tire production capacity in the United States increased 0.5% to 325,869,440 tires annually. The plant in question, **Continental Tire North America Inc.**'s Mayfield, Ky., facility, had added nearly four million tires to yearly capacity. The closing leaves Continental with two domestic consumer tire plants, one in Charlotte, N.C., and the other in Mount Vernon, Ill. Mount Vernon employees voted down a unionization attempt last July.

Goodyear Tire & Rubber Co. increased capacity at its U.S. facilities by some 10,000 tires a day last year. The company also will expand tire production at its Fayetteville, N.C., and Lawton, Okla., plants in 2005, the latter aided by a \$66.3 million Oklahoma bond issue. Goodyear also reduced original equipment tire production at its Union City, Tenn., plant by 10% on Nov. 1.

Michelin North America Inc.'s Ardmore, Okla., plant also will benefit from the Oklahoma bond issue. In addition, the Nova Scotia government has earmarked an estimated \$4 million in funds for the company's Bridgewater and Waterville facilities in Canada. Michelin announced capital investment plans for its unionized BFGoodrich Tire Manufacturing plants in Tuscaloosa and Opelika, Ala., and Fort Wayne, Ind., as part of its 2004 agreement with the United Steelworkers of America.

Toyo Tire & Rubber Co. Ltd. broke ground on its \$150 million consumer tire plant in Bartow County, Ga., in October. The automated factory is expected to produce two million passenger and light truck tires a year, and will be able to produce small runs of multiple tire lines.

In December, **Pirelli Tire North America Inc.** announced it had commenced installation of a fourth production module at its MIRS (Modular Integrated Robotized System) plant

DAILY U.S. TIRE PLANT CAPACITY AS OF JAN. 1, 2005 (Top 10 states* in thousands of units)

	Units	% of total
Oklahoma	162.5	18.2%
North Carolina	131.16	14.7%
Tennessee	97.9	10.9%
South Carolina	78.9	8.8%
Alabama	70.0	7.8%
Mississippi	45.0	5.0%
Arkansas	42.0	4.7%
Illinois	39.033	4.3%
Virginia	36.5	4.1%
Ohio	31.4	3.5%

* The top 10 states account for 82% of total tire production in the U.S.

in Rome, Ga. The module will be completed in June 2005.

Specialty Tires of America (STA) is investing close to \$1 million in radial tire equipment targeted for its Indiana, Pa., facility, which can produce 5,000 tires a day.

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33-867-4401
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North American plant capacities

The closing of Continental Tire North America Inc.'s Mayfield, Ky., plant dropped the number of North American tire manufacturing facilities to 58. It also decreased the number of unionized plants to 34, or 58.6% of the total. Since the big industry-wide strike by the defunct United Rubber Workers in 1976, six consumer tire plants have opened in the U.S.; none are unionized. That doesn't include two plants Cooper Tire & Rubber Co. resurrected in Tupelo, Miss., and Albany, Ga. Those plants aren't unionized, either.

NORTH AMERICAN TIRE PLANT CAPACITIES

as of Jan. 1, 2005 (in thousands of units)

	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total:
Bridgestone/Firestone					
◇ Δ La Vergne, Tenn., 1972	13.6	0.0	6.2	0.0	19.8
◇ Δ Warren County, Tenn., 1990	0.0	0.0	7.5	0.0	7.5
◇ Δ Bloomington, Ill., 1965	0.0	0.0	0.0	0.48	0.48
◇ Δ Des Moines, Iowa, 1945	1.0	0.0	1.0	6.8	8.8
◇ Δ *Wilson City, N.C., 1974	38.6	4.0	0.0	0.0	42.6
◇ Δ *Aiken County, S.C., 1999	19.0	6.0	0.0	0.0	25.0
◇ Δ Oklahoma City, Okla., 1969	42.5	8.0	0.0	0.0	50.5
◇ Δ Joliette, Quebec, 1966	9.0	6.0	0.0	0.0	15.0
◇ Δ Mexico City, Mexico, 1958	1.0	1.0	0.0	0.0	2.0
◇ Δ Cuernavaca, Mexico, 1980	10.0	3.0	0.0	0.0	13.0
Total:	134.7	28.0	14.7	7.28	184.68
Carlisle Tire & Wheel Co.					
*Carlisle, Pa., 1917	0.0	0.0	0.0	26.0	26.0
◇ *Clinton, Tenn. (Dico), 1974	0.0	0.0	0.0	15.0	15.0
Total:	0.0	0.0	0.0	41.0	41.0
Continental Tire North America Inc.					
◇ Δ Bryan, Ohio, 1967	0.0	0.0	0.0	0.3	0.3
◇ Δ Charlotte, N.C., 1967	27.2	0.36	0.0	0.0	27.56
◇ Δ *Mount Vernon, Ill., 1973	24.7	0.0	2.933	0.0	27.633
Total:	51.9	.36	2.933	0.3	55.493
Cooper Tire & Rubber Co.					
Findlay, Ohio, 1917	5.0	21.0	0.0	0.0	26.0
Texarkana, Ark., 1964	34.0	8.0	0.0	0.0	42.0
*Tupelo, Miss., 1984/1960	45.0	0.0	0.0	0.0	45.0
*Albany, Ga., 1990/1967	26.0	0.3	0.0	0.0	26.3
Total:	110.0	29.3	0.0	0.0	139.3
Goodyear Tire & Rubber Co.					
Δ Buffalo, N.Y., 1923	3.2	4.5	1.75	4.55	14.0
◇ Δ Danville, Va., 1966	0.0	0.0	11.4	2.0	13.4
◇ Δ Fayetteville, N.C., 1969	48.0	13.0	0.0	0.0	61.0
◇ Δ Freeport, Ill., 1964	0.0	0.0	0.0	10.0	10.0
◇ Δ Gadsden, Ala., 1928	11.5	6.0	0.0	0.0	17.5
◇ Δ *Lawton, Okla., 1978	64.0	3.0	0.0	0.0	67.0
◇ Δ Topeka, Kan., 1945	0.0	0.0	7.1	1.5	8.6
◇ Δ Tyler, Texas, 1962	30.0	0.0	0.0	0.0	30.0
◇ Δ Union City, Tenn., 1968	40.0	14.0	0.0	0.0	54.0
◇ Δ Medicine Hat, Alberta, 1960	14.0	0.0	0.0	1.0	15.0
◇ Δ *Napance, Ontario, 1990	17.0	0.0	0.0	0.0	17.0
◇ Δ Valleyfield, Quebec, 1964	23.0	0.0	0.0	0.0	23.0
Total:	250.7	40.5	20.25	19.05	330.5
GTY (General/Toyo/Yokohama)					
◇ Δ *Mount Vernon, Ill., 1988	0.0	0.0	0.92	0.0	0.92

Michelin North America Inc.					
◇ Δ *Ardmore, Okla., 1969	41.0	4.0	0.0	0.0	45.0
Δ *Dothan, Ala., 1979	0.5	4.0	0.0	0.0	4.5
Fort Wayne, Ind., 1961	17.5	7.5	0.0	0.0	25.0
Δ *Greenville, S.C., 1975	23.0	0.0	0.0	0.0	23.0
*Greenville, S.C. (C3M), 1997	6.0	0.0	0.0	0.0	6.0
Δ *Lexington, S.C., 1981	19.0	0.0	0.0	0.0	19.0
*Lexington, S.C., 1998	0.0	0.0	0.0	0.4	0.4
Δ Opelika, Ala., 1963	19.0	4.0	0.0	0.0	23.0
Δ *Spartanburg, S.C., 1978	0.0	0.0	5.5	0.0	5.5
Δ Tuscaloosa, Ala., 1945	21.0	4.0	0.0	0.0	25.0
Δ *Bridgewater, Nova Scotia, 1973	11.0	2.0	0.0	0.0	13.0
Δ Kitchener, Ontario, 1962	17.5	1.0	0.0	0.0	18.5
Δ *New Glasgow, Nova Scotia, 1971	7.0	1.0	0.0	0.0	8.0
Δ *Waterville, Nova Scotia, 1982	0.0	0.0	0.0	4.2	4.2
*Queretaro, Mexico	2.0	0.0	0.0	0.0	2.0
Total:	184.5	27.5	5.5	4.6	222.1
Pensler Capital (Denman)					
Warren, Ohio, 1919	0.2	1.22	0.0	1.58	3.0
Pirelli Tire North America					
*Rome, Ga. (MIRS), 2002	1.6	0.0	0.0	0.0	1.6
Specialty Tires of America Inc.					
*Indiana, Pa., 1915	0.4	0.0	0.0	4.6	5.0
*Unicoi, Tenn., 1997	0.0	0.0	0.0	1.6	1.6
Total:	0.4	0.0	0.0	6.2	6.6
Titan Tire Corp.					
◇ Des Moines, Iowa, 1943	1.1	4.0	0.0	8.0	13.1
Trelleborg Wheel Systems					
Hartville, Ohio, 1965	0.0	0.0	0.0	2.1	2.1
Yokohama Tire Corp.					
◇ Salem, Va., 1968	22.5	0.6	0.0	0.0	23.1
Grupo Carso/Euzkadi (Continental AG)					
San Luis Potosi, Mexico	12.5	4.25	0.0	0.15	16.9
CIA Hulera Tornel					
Mexico City, Mexico	0.4	0.82	1.44	0.64	3.3
Tultitlan, Mexico	4.42	1.06	0.15	0.4	6.03
Tacuba, Mexico	1.6	1.5	0.0	0.0	3.1
Total:	6.42	3.38	1.59	1.04	12.43
	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total:
U.S. Totals	646.1	117.48	44.303	84.91	892.793
Canadian Totals	98.5	10.0	0.0	5.2	113.7
Mexican Totals	31.92	11.63	1.59	1.19	46.33
TOTAL:	776.52	139.11	45.893	91.3	1,052.823
2005 vs. 2004:	+1.6%	-1.7%	No change	+2.8%	+1.2%
2004 vs. 2003:	-5.2%	+11.5%	-2.1%	-8.3%	-3.5%
* Non-union ◇ ISO Certified Δ QS Certified					

North American plant capability

Total tire production capability in North America as of Jan. 1, 2004, was 386,178,390 tires a day, a 2.7% drop from 2003. Part of the decreased capacity was attributable to two plant closings. **Goodyear Tire & Rubber Co.** shuttered its Huntsville, Ala., facility (formerly run by **Dunlop Tire Corp.**) in December, and reduced capacity at its Tyler, Texas, plant. Both manufactured consumer tires. Goodyear also eliminated approximately 500 salaried and non-bargaining unit positions at its North American tire manufacturing facilities.

Titan International Inc. consolidated all its U.S. manufacturing into its Des Moines, Iowa, plant and turned its Brownsville, Texas, facility into a distribution center.

Two other companies also reduced production significantly. **Continental Tire North America Inc.** not only reduced production at its Mayfield, Ky., plant by 22%, but also removed idle equipment from the facility. **Cooper Tire & Rubber Co.**

virtually eliminated truck tire production at its Albany, Ga., facility by outsourcing up to 300,000 medium radial truck tires annually from **Hangzhou (China) Rubber Co. Ltd.** According to Cooper, the Georgia plant most likely will be re-aligned to produce performance tires, specialty light truck tires and other tires "which are in high demand."

Total tire production in the United States was 330,687,440 tires a day, a decrease of 3.4% over the previous year. Despite the overall decrease in capacity, there was a 12.6% increase in light truck tire capacity, as some plant capacity was re-directed from passenger tire to light truck tire production.

Canada's yearly capacity remained at 40,040,500 tires as of Jan. 1, 2004. Mexico's capacity, however, increased 6.5% to 15,450,450 tires. All of the increase was in the Grupo Carso/Euzkadi plant run by Continental.

Specialty Tires of America (STA)

Daily U.S. Tire Plant Capacity as of Jan. 1, 2004 (Top 10 states in thousands of units)

	Units	% of total
Oklahoma	156.5	17.3%
North Carolina	130.16	14.2%
Tennessee	97.9	10.8%
South Carolina	77.9	8.6%
Alabama	69.0	10.3%
Illinois	56.033	7.6%
Mississippi	45.0	5.0%
Arkansas	42.0	4.6%
Virginia	36.5	4.0%
Ohio	31.4	3.5%

began producing rear tractor tires in December. The bias R1 8.4x38 tires are being made at STA's Unicoi, Tenn., plant.

Bridgestone/Firestone North American Tire LLC and **Michelin North America Inc.** entered the year without new labor contracts.

North American plant capacities

Of the 59 tire manufacturing facilities in North America, 35, or 59%, are unionized. Under the terms of the three-year labor contract between Goodyear Tire & Rubber Co. and the United Steelworkers of America signed in 2003, eight of Goodyear's U.S. tire manufacturing facilities (plus five of its other plants) must remain open, "under all but the most extreme circumstances."

NORTH AMERICAN TIRE PLANT CAPACITIES

as of Jan. 1, 2004 (in thousands of units)

	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total:
Bridgestone/Firestone					
◇ Δ La Vergne, Tenn., 1972	13.6	0.0	6.2	0.0	19.8
◇ Δ Warren County, Tenn., 1990	0.0	0.0	7.5	0.0	7.5
◇ Δ Bloomington, Ill., 1965	0.0	0.0	0.0	0.48	0.48
◇ Δ Des Moines, Iowa, 1945	1.0	0.0	1.0	6.8	8.8
◇ Δ *Wilson City, N.C., 1974	38.6	4.0	0.0	0.0	42.6
◇ Δ *Aiken County, S.C., 1999	18.0	6.0	0.0	0.0	24.0
◇ Δ Oklahoma City, Okla., 1969	42.5	8.0	0.0	0.0	50.5
◇ Δ Joliette, Quebec, 1966	9.0	6.0	0.0	0.0	15.0
◇ Δ Mexico City, Mexico, 1958	1.0	0.9	0.0	0.0	1.9
◇ Δ Cuernavaca, Mexico, 1980	8.4	2.7	0.0	0.0	11.1
Total:	132.1	27.6	14.7	7.28	181.68
Carlisle Tire & Wheel Co.					
*Carlisle, Pa., 1917	0.0	0.0	0.0	26.0	26.0
◇ *Clinton, Tenn. (Dico), 1974	0.0	0.0	0.0	15.0	15.0
Total:	0.0	0.0	0.0	41.0	41.0
Continental Tire North America Inc.					
◇ Δ Bryan, Ohio, 1967	0.0	0.0	0.0	0.3	0.3
◇ Δ Charlotte, N.C., 1967	27.2	0.36	0.0	0.0	27.56
◇ Δ Mayfield, Ky., 1961	5.0	5.9	0.0	0.0	10.9
◇ Δ *Mount Vernon, Ill., 1973	24.7	0.0	2.933	0.0	27.633
Total:	56.9	6.26	2.933	0.3	66.393
Cooper Tire & Rubber Co.					
Findlay, Ohio, 1917	5.0	21.0	0.0	0.0	26.0
Texarkana, Ark., 1964	34.0	8.0	0.0	0.0	42.0
*Tupelo, Miss., 1984/1960	45.0	0.0	0.0	0.0	45.0
*Albany, Ga., 1990/1967	26.0	0.3	0.0	0.0	26.3
Total:	110.0	29.3	0.0	0.0	139.3
Goodyear Tire & Rubber Co.					
Δ Buffalo, N.Y., 1923	3.2	4.5	1.75	4.55	14.0
◇ Δ Danville, Va., 1966	0.0	0.0	11.4	2.0	13.4
◇ Δ Fayetteville, N.C., 1969	47.0	13.0	0.0	0.0	60.0
◇ Δ Freeport, Ill., 1964	0.0	0.0	0.0	27.0	27.0
◇ Δ Gadsden, Ala., 1928	11.5	6.0	0.0	0.0	17.5
◇ Δ *Lawton, Okla., 1978	60.0	2.0	0.0	0.0	62.0
◇ Δ Topeka, Kan., 1945	0.0	0.0	7.1	1.5	8.6
◇ Δ Tyler, Texas, 1962	25.0	0.0	0.0	0.0	25.0
◇ Δ Union City, Tenn., 1968	40.0	14.0	0.0	0.0	54.0
◇ Δ Medicine Hat, Alberta, 1960	14.0	0.0	0.0	1.0	15.0
◇ Δ *Napance, Ontario, 1990	17.0	0.0	0.0	0.0	17.0
◇ Δ Valleyfield, Quebec, 1964	23.0	0.0	0.0	0.0	23.0
Total:	240.7	39.5	20.25	36.05	336.5
GTY (General/Toyo/Yokohama)					
◇ Δ *Mount Vernon, Ill., 1988	0.0	0.0	0.92	0.0	0.92

Michelin North America Inc.					
◊ Δ *Ardmore, Okla., 1969	40.0	4.0	0.0	0.0	44.0
Δ *Dothan, Ala., 1979	0.5	4.0	0.0	0.0	4.5
Fort Wayne, Ind., 1961	17.5	7.5	0.0	0.0	25.0
Δ *Greenville, S.C., 1975	23.0	0.0	0.0	0.0	23.0
*Greenville, S.C. (C3M), 1997	6.0	0.0	0.0	0.0	6.0
Δ *Lexington, S.C., 1981	19.0	0.0	0.0	0.0	19.0
*Lexington, S.C., 1998	0.0	0.0	0.0	0.4	0.4
Δ Opelika, Ala.1963	19.0	4.0	0.0	0.0	23.0
Δ *Spartanburg, S.C., 1978	0.0	0.0	5.5	0.0	5.5
Δ Tuscaloosa, Ala., 1945	20.0	4.0	0.0	0.0	24.0
Δ *Bridgewater, Nova Scotia, 1973	9.0	1.0	0.0	0.0	10.0
Δ Kitchener, Ontario, 1962	17.5	1.0	0.0	0.0	18.5
Δ *New Glasgow, Nova Scotia, 1971	7.0	1.0	0.0	0.0	8.0
Δ *Waterville, Nova Scotia, 1982	0.0	0.0	0.0	3.2	3.2
*Queretaro, Mexico	2.0	0.0	0.0	0.0	2.0
Total:	180.5	26.5	5.5	3.6	216.1
Pensler Capital (Denman) Warren, Ohio, 1919	0.2	1.22	0.0	1.58	3.0
Pirelli Tire North America *Rome, Ga. (MIRS), 2002	1.4	0.0	0.0	0.0	1.4
Specialty Tires of America Inc.					
*Indiana, Pa., 1915	0.4	0.0	0.0	4.1	4.5
*Unicoi, Tenn., 1997	0.0	0.0	0.0	1.6	1.6
Total:	0.4	0.0	0.0	5.7	6.1
Titan Tire Corp. ◊ Des Moines, Iowa, 1943	1.1	4.0	0.0	8.0	13.1
Trelleborg Wheel Systems Hartville, Ohio, 1965	0.0	0.0	0.0	2.1	2.1
Yokohama Tire Corp. ◊ Salem, Va., 1968	22.5	0.6	0.0	0.0	23.1
Grupo Carso/Euzkadi (Continental AG) San Luis Potosi, Mexico	11.5	3.25	0.0	0.15	14.9
CIA Hulera Tornel					
Mexico City, Mexico	0.4	0.82	1.44	0.64	3.3
Tultitlan, Mexico	4.42	1.06	0.15	0.4	6.03
Tacuba, Mexico	1.6	1.5	0.0	0.0	3.1
Total:	6.42	3.38	1.59	1.04	12.43
	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total:
U.S. Totals	637.9	122.38	44.303	101.41	905.993
Canadian Totals	96.5	9.0	0.0	4.2	109.7
Mexican Totals	29.32	10.23	1.59	1.19	42.33
TOTAL:	763.72	141.61	45.893	106.8	1,058.023
2004 vs. 2003:	-5.2%	+11.5%	-2.1%	+4%	-2.7%
2003 vs. 2002:	+0.5%	No change	No change	+2%	+1%
* Non-union ◊ ISO Certified Δ QS Certified					

EXHIBIT 3

U.S. Consumer Tire Industry Contact Information

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Mark I. Williams, Vice President, General
Counsel and Secretary

Continental Tire North America Inc.¹
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Tel: (800) 847-3349
Andreas Gerstenberger, Executive Vice
President of Sales & Marketing

Pirelli Tire North America
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Tel: (706) 368-5800
Jeff Koehler, Marketing Manager

Cooper Tire and Rubber Co.
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James Kline, Vice President, General Counsel
and Secretary

Specialty Tires of America, Inc.
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Don Mateer, III, President

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Mike Bicknell, Vice President, Sales

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James Hawk, President

Goodyear Tire and Rubber Company
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Akron, OH 44316
Tel: (330) 796-2121
Richard J. Kramer, President, North American
Tire Division

Yokohama Tire Corporation
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Fullerton, CA 92831
Tel: (800) 423-4544
Dan King, Vice President, Sales and Marketing

¹ Continental Tire opened its new U.S. corporate headquarters in Lancaster, South Carolina on March 26, 2009. That address is 1830 MacMillan Park Drive, Indian Land, South Carolina 29707. However, the Charlotte address is still listed on the company's website.

EXHIBIT 4

U.S. Imports of Consumer Tires from China

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	1,062	1,115	1,186	1,435	1,615
	4011101020	3,683	5,034	5,334	7,483	7,169
	4011101030	4,340	6,682	8,261	14,244	15,116
	4011101040	1,410	2,840	4,097	6,953	10,357
	4011101050	672	849	1,063	1,758	3,070
	4011101060	162	258	391	528	698
	4011101070	135	292	585	1,169	988
	4011105000	201	141	208	287	434
	4011201005	2,283	3,071	5,114	6,927	5,911
	4011205010	625	507	766	720	617
	Subtotal:	14,574	20,790	27,005	41,503	45,975
Landed duty Paid Value	4011101010	18,644	20,407	22,304	28,585	34,779
	4011101020	82,973	120,045	134,280	184,703	196,695
	4011101030	118,773	185,264	228,032	420,136	496,764
	4011101040	50,975	101,345	144,899	259,551	418,017
	4011101050	24,491	30,021	37,351	68,170	129,737
	4011101060	9,488	12,516	15,999	24,049	30,598
	4011101070	13,562	32,369	43,150	112,141	91,970
	4011105000	8,057	6,304	7,960	9,195	11,416
	4011201005	107,463	166,371	268,247	359,275	353,184
	4011205010	18,862	17,282	29,481	27,246	25,226
	Subtotal:	453,288	691,924	931,704	1,493,052	1,788,387
\$s per Tire	4011101010	17.55	18.31	18.80	19.92	21.54
	4011101020	22.53	23.85	25.17	24.68	27.44
	4011101030	27.37	27.73	27.60	29.50	32.86
	4011101040	36.15	35.68	35.37	37.33	40.36
	4011101050	36.46	35.34	35.13	38.79	42.26
	4011101060	58.48	48.53	40.97	45.55	43.81
	4011101070	100.65	110.87	73.73	95.92	93.08
	4011105000	40.05	44.62	38.19	32.08	26.31
	4011201005	47.07	54.17	52.45	51.87	59.75
	4011205010	30.18	34.06	38.50	37.85	40.90
	Subtotal:	31.10	33.28	34.50	35.97	38.90

Source: Compiled from Official Bureau of Census IM145 import statistics.

U.S. Imports of Consumer Tires from Japan

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	196	182	119	63	88
	4011101020	1,079	886	593	453	348
	4011101030	3,190	3,184	2,521	2,324	1,736
	4011101040	3,867	4,598	3,636	3,326	3,242
	4011101050	2,690	3,677	3,933	4,015	4,202
	4011101060	1,212	1,516	1,773	1,723	1,909
	4011101070	1,352	2,337	2,531	2,107	2,188
	4011105000	510	665	834	715	525
	4011201005	4,186	4,162	4,286	3,249	1,973
	4011205010	3	0	2	1	0
		Subtotal:	18,285	21,206	20,228	17,976
Landed duty Paid Value	4011101010	5,109	5,664	3,203	2,412	3,036
	4011101020	25,983	21,908	14,300	11,489	10,283
	4011101030	98,905	102,314	80,294	78,553	65,000
	4011101040	169,462	205,524	159,764	153,503	162,045
	4011101050	150,503	200,344	217,454	222,601	247,314
	4011101060	93,428	116,409	144,577	140,886	154,260
	4011101070	150,278	257,559	270,997	207,318	211,757
	4011105000	11,072	15,493	20,074	17,785	13,574
	4011201005	266,366	272,772	307,294	220,850	156,093
	4011205010	298	73	290	35	20
		Subtotal:	971,404	1,198,060	1,218,246	1,055,432
\$s per Tire	4011101010	26.02	31.04	27.00	38.57	34.34
	4011101020	24.09	24.73	24.13	25.37	29.55
	4011101030	31.00	32.13	31.85	33.80	37.45
	4011101040	43.82	44.70	43.94	46.15	49.99
	4011101050	55.95	54.49	55.28	55.44	58.85
	4011101060	77.10	76.81	81.55	81.78	80.80
	4011101070	111.14	110.23	107.08	98.39	96.76
	4011105000	21.72	23.31	24.06	24.87	25.86
	4011201005	63.63	65.54	71.70	67.97	79.12
	4011205010	117.64	188.15	158.09	57.78	61.53
		Subtotal:	53.12	56.50	60.23	58.71

Source: Compiled from Official Bureau of Census IM145 import statistics.

U.S. Imports of Consumer Tires from Canada

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	465	341	246	165	36
	4011101020	2,422	2,097	1,117	319	153
	4011101030	7,490	8,808	6,081	2,950	2,389
	4011101040	5,088	5,041	5,246	4,169	4,264
	4011101050	1,609	1,135	1,115	1,394	1,533
	4011101060	257	267	592	748	667
	4011101070	23	53	72	178	320
	4011105000	2,884	3,193	3,514	3,416	2,626
	4011201005	7,587	8,346	8,443	7,870	7,209
	4011205010	202	6		0	
	Subtotal:	28,028	29,287	26,426	21,209	19,196
Landed duty Paid Value	4011101010	14,228	12,616	10,725	11,053	2,000
	4011101020	77,199	73,185	42,826	13,775	6,766
	4011101030	278,460	361,704	272,485	151,020	125,312
	4011101040	215,527	233,517	259,009	236,481	249,757
	4011101050	74,627	59,362	67,972	93,981	106,761
	4011101060	14,314	16,206	37,480	48,933	50,312
	4011101070	1,298	2,775	4,647	13,944	25,976
	4011105000	46,378	58,517	78,885	89,863	69,761
	4011201005	374,251	451,969	518,440	542,063	496,822
	4011205010	12,982	495	0	171	0
	Subtotal:	1,109,264	1,270,348	1,292,469	1,201,284	1,133,467
\$s per Tire	4011101010	30.58	37.00	43.52	67.17	55.43
	4011101020	31.87	34.90	38.36	43.16	44.33
	4011101030	37.18	41.07	44.81	51.18	52.44
	4011101040	42.36	46.33	49.37	56.73	58.58
	4011101050	46.37	52.29	60.97	67.42	69.66
	4011101060	55.62	60.63	63.33	65.37	75.45
	4011101070	57.33	52.32	64.76	78.47	81.22
	4011105000	16.08	18.33	22.45	26.31	26.57
	4011201005	49.33	54.15	61.40	68.88	68.92
	4011205010	64.18	76.89		691.08	
	Subtotal:	39.58	43.38	48.91	56.64	59.05

Source: Compiled from Official Bureau of Census IM145 import statistics.

U.S. Imports of Consumer Tires from Korea

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	669	309	315	108	76
	4011101020	2,483	1,258	1,267	779	595
	4011101030	4,374	3,265	3,394	2,627	2,265
	4011101040	2,089	2,336	2,901	3,060	3,018
	4011101050	2,041	2,543	3,161	3,785	3,951
	4011101060	472	724	723	932	1,115
	4011101070	368	645	849	1,006	1,112
	4011105000	6	42	78	133	154
	4011201005	2,284	2,262	2,021	2,055	1,510
	4011205010	3	1	1	23	223
		Subtotal:	14,790	13,385	14,711	14,509
Landed duty Paid Value	4011101010	11,906	6,788	13,161	2,948	2,171
	4011101020	56,092	31,250	33,070	22,798	18,335
	4011101030	121,656	104,090	114,897	95,195	91,457
	4011101040	78,293	92,350	120,245	135,193	148,779
	4011101050	94,227	118,663	143,220	182,078	205,130
	4011101060	30,707	48,630	47,192	60,238	76,235
	4011101070	41,156	73,200	92,909	103,125	101,936
	4011105000	298	1,043	1,670	2,805	3,172
	4011201005	141,495	139,610	148,163	158,219	123,139
	4011205010	164	35	74	2,414	16,259
		Subtotal:	575,994	615,659	714,601	765,013
\$s per Tire	4011101010	17.80	21.96	41.74	27.27	28.65
	4011101020	22.59	24.83	26.10	29.28	30.81
	4011101030	27.82	31.88	33.85	36.23	40.38
	4011101040	37.47	39.54	41.45	44.18	49.29
	4011101050	46.17	46.65	45.31	48.10	51.91
	4011101060	65.03	67.17	65.25	64.61	68.37
	4011101070	111.77	113.50	109.39	102.46	91.71
	4011105000	48.94	24.86	21.31	21.13	20.59
	4011201005	61.96	61.73	73.32	76.99	81.54
	4011205010	49.80	54.43	67.74	105.97	72.94
		Subtotal:	38.95	46.00	48.58	52.73

Source: Compiled from Official Bureau of Census IM145 import statistics.

U.S. Imports of Consumer Tires from Mexico

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	205	193	91	70	111
	4011101020	1,505	936	980	712	598
	4011101030	1,742	1,289	1,230	1,478	1,267
	4011101040	317	428	454	647	1,133
	4011101050	502	648	198	308	574
	4011101060	280	386	31	92	201
	4011101070	2	3	134	78	121
	4011105000	5	5	3	7	197
	4011201005	2	582	1,001	1,327	968
	4011205010	0		1		0
	Subtotal:	4,559	4,471	4,122	4,720	5,170
Landed duty Paid Value	4011101010	3,983	4,271	2,500	2,125	3,350
	4011101020	36,014	27,037	31,782	25,812	22,261
	4011101030	54,824	47,744	49,086	65,416	65,552
	4011101040	13,858	20,187	23,821	33,653	62,001
	4011101050	27,265	36,251	9,469	16,777	36,377
	4011101060	20,883	29,373	1,766	6,071	15,659
	4011101070	140	196	8,485	5,131	8,911
	4011105000	663	741	351	838	7,527
	4011201005	82	38,581	67,060	93,011	69,255
	4011205010	2	0	57	0	4
	Subtotal:	157,713	204,383	194,379	248,834	290,897
\$s per Tire	4011101010	19.44	22.10	27.37	30.23	30.10
	4011101020	23.93	28.87	32.44	36.26	37.25
	4011101030	31.46	37.05	39.92	44.26	51.74
	4011101040	43.78	47.13	52.52	51.98	54.72
	4011101050	54.35	55.93	47.81	54.52	63.40
	4011101060	74.59	76.03	57.28	65.69	77.76
	4011101070	84.78	64.79	63.52	65.63	73.58
	4011105000	132.49	137.87	107.81	119.40	38.18
	4011201005	53.05	66.35	67.01	70.07	71.55
	4011205010	26.28		81.42		143.86
	Subtotal:	34.60	45.71	47.16	52.72	56.26

Source: Compiled from Official Bureau of Census IM145 import statistics.

U.S. Imports of Consumer Tires from Taiwan

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	134	172	169	102	50
	4011101020	517	535	525	427	231
	4011101030	913	853	782	851	604
	4011101040	647	635	467	683	485
	4011101050	567	638	822	576	352
	4011101060	269	313	473	287	298
	4011101070	75	123	220	336	287
	4011105000	23	115	261	493	936
	4011201005	809	700	671	658	286
	4011205010	53	35	23	14	5
		Subtotal:	4,006	4,118	4,412	4,427
Landed duty Paid Value	4011101010	2,242	3,415	3,402	1,924	1,068
	4011101020	10,857	11,521	11,211	9,586	6,148
	4011101030	25,189	24,002	22,034	25,649	21,153
	4011101040	22,421	24,664	19,241	29,990	22,048
	4011101050	19,572	20,824	28,398	20,885	13,771
	4011101060	14,509	15,997	24,910	14,064	14,757
	4011101070	6,135	10,170	17,954	25,979	22,399
	4011105000	569	3,324	6,732	9,682	18,704
	4011201005	43,258	43,325	46,525	50,930	23,317
	4011205010	1,902	1,439	1,035	667	280
		Subtotal:	146,653	158,681	181,442	189,355
\$s per Tire	4011101010	16.70	19.83	20.17	18.79	21.53
	4011101020	21.00	21.55	21.36	22.45	26.57
	4011101030	27.60	28.13	28.19	30.15	35.01
	4011101040	34.67	38.85	41.16	43.93	45.42
	4011101050	34.52	32.63	34.55	36.29	39.09
	4011101060	53.99	51.10	52.68	49.01	49.44
	4011101070	81.53	82.63	81.73	77.26	77.99
	4011105000	24.91	28.92	25.77	19.63	19.97
	4011201005	53.48	61.92	69.31	77.38	81.60
	4011205010	36.20	41.20	45.04	46.29	55.45
		Subtotal:	36.61	38.53	41.12	42.77

Source: Compiled from Official Bureau of Census IM145 import statistics.

U.S. Imports of Consumer Tires from ALL OTHER SOURCES

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	3,139	3,259	2,298	979	857
	4011101020	7,407	6,516	6,105	5,138	4,254
	4011101030	7,002	6,005	7,281	10,221	9,658
	4011101040	4,798	5,957	7,009	9,403	8,854
	4011101050	1,724	3,332	3,337	4,293	4,606
	4011101060	1,174	1,899	1,522	2,445	2,544
	4011101070	495	836	1,208	2,023	2,122
	4011105000	247	78	212	290	319
	4011201005	2,146	1,771	1,502	1,083	1,298
	4011205010	379	303	228	197	256
		Subtotal:	28,511	29,957	30,702	36,071
Landed duty Paid Value	4011101010	57,600	65,483	51,155	25,644	23,967
	4011101020	157,301	155,453	161,362	147,470	135,974
	4011101030	217,270	202,713	239,101	340,441	360,479
	4011101040	183,825	232,154	263,286	378,075	390,409
	4011101050	119,129	190,153	174,445	233,959	273,403
	4011101060	96,513	141,728	120,622	179,681	218,057
	4011101070	58,292	92,413	115,237	184,793	233,765
	4011105000	11,626	4,234	7,754	10,759	15,242
	4011201005	92,436	83,125	81,999	75,571	95,128
	4011205010	13,345	11,247	10,590	8,984	12,586
		Subtotal:	1,007,337	1,178,703	1,225,551	1,585,376
\$s per Tire	4011101010	18.35	20.09	22.26	26.19	27.96
	4011101020	21.24	23.86	26.43	28.70	31.96
	4011101030	31.03	33.76	32.84	33.31	37.32
	4011101040	38.31	38.97	37.56	40.21	44.10
	4011101050	69.10	57.07	52.27	54.50	59.36
	4011101060	82.19	74.62	79.27	73.49	85.72
	4011101070	117.68	110.60	95.36	91.35	110.14
	4011105000	47.04	54.23	36.65	37.15	47.81
	4011201005	43.06	46.93	54.61	69.75	73.27
	4011205010	35.22	37.10	46.47	45.54	49.12
		Subtotal:	35.33	39.35	39.92	43.95

Source: Compiled from Official Bureau of Census IM145 import statistics.
Excludes China, Canada, Japan, Mexico, South Korea and Taiwan.

U.S. Imports of Consumer Tires from All Sources (Except China)

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	4,809	4,457	3,238	1,487	1,218
	4011101020	15,413	12,228	10,586	7,827	6,179
	4011101030	24,711	23,404	21,288	20,451	17,920
	4011101040	16,806	18,994	19,713	21,288	20,996
	4011101050	9,133	11,974	12,566	14,371	15,218
	4011101060	3,664	5,106	5,113	6,228	6,735
	4011101070	2,315	3,996	5,014	5,729	6,150
	4011105000	3,675	4,098	4,903	5,054	4,757
	4011201005	17,014	17,822	17,924	16,244	13,244
	4011205010	640	346	254	235	485
	Subtotal:	98,179	102,424	100,601	98,913	92,902
Landed duty Paid Value	4011101010	95,067	98,237	84,144	46,107	35,592
	4011101020	363,448	320,355	294,551	230,929	199,768
	4011101030	796,303	842,566	777,897	756,273	728,953
	4011101040	683,386	808,396	845,366	966,894	1,035,039
	4011101050	485,323	625,598	640,958	770,282	882,756
	4011101060	270,354	368,343	376,548	449,873	529,279
	4011101070	257,299	436,314	510,230	540,289	604,744
	4011105000	70,606	83,354	115,465	131,733	127,980
	4011201005	917,887	1,029,383	1,169,482	1,140,644	963,755
	4011205010	28,693	13,288	12,046	12,271	29,148
	Subtotal:	3,968,366	4,625,833	4,826,687	5,045,295	5,137,015
\$s per Tire	4011101010	19.77	22.04	25.98	31.01	29.21
	4011101020	23.58	26.20	27.82	29.50	32.33
	4011101030	32.22	36.00	36.54	36.98	40.68
	4011101040	40.66	42.56	42.88	45.42	49.30
	4011101050	53.14	52.25	51.01	53.60	58.01
	4011101060	73.78	72.14	73.64	72.23	78.59
	4011101070	111.14	109.18	101.77	94.31	98.32
	4011105000	19.21	20.34	23.55	26.07	26.90
	4011201005	53.95	57.76	65.25	70.22	72.77
	4011205010	44.86	38.46	47.33	52.14	60.16
	Subtotal:	40.42	45.16	47.98	51.01	55.29

Source: Compiled from Official Bureau of Census IM145 import statistics.

U.S. Imports of Consumer Tires from ALL SOURCES

	HTSCode	Calendar Year				
		2004	2005	2006	2007	2008
Tires in 1,000s	4011101010	5,871	5,572	4,425	2,922	2,833
	4011101020	19,096	17,263	15,920	15,310	13,348
	4011101030	29,051	30,086	29,550	34,695	33,035
	4011101040	18,216	21,834	23,810	28,241	31,352
	4011101050	9,805	12,823	13,630	16,128	18,288
	4011101060	3,826	5,364	5,504	6,756	7,433
	4011101070	2,450	4,288	5,599	6,898	7,139
	4011105000	3,876	4,239	5,111	5,340	5,191
	4011201005	19,297	20,893	23,038	23,171	19,155
	4011205010	1,265	853	1,020	955	1,101
	Subtotal:	112,753	123,214	127,606	140,416	138,877
Landed duty Paid Value	4011101010	113,711	118,643	106,448	74,692	70,371
	4011101020	446,421	440,400	428,831	415,632	396,463
	4011101030	915,077	1,027,830	1,005,929	1,176,408	1,225,717
	4011101040	734,360	909,740	990,266	1,226,445	1,453,056
	4011101050	509,813	655,619	678,309	838,452	1,012,493
	4011101060	279,842	380,859	392,548	473,922	559,878
	4011101070	270,861	468,683	553,380	652,431	696,714
	4011105000	78,663	89,658	123,425	140,928	139,396
	4011201005	1,025,350	1,195,754	1,437,729	1,499,919	1,316,938
	4011205010	47,555	30,570	41,527	39,517	54,374
	Subtotal:	4,421,654	5,317,756	5,758,391	6,538,347	6,925,402
\$s per Tire	4011101010	19.37	21.29	24.06	25.56	24.84
	4011101020	23.38	25.51	26.94	27.15	29.70
	4011101030	31.50	34.16	34.04	33.91	37.10
	4011101040	40.31	41.67	41.59	43.43	46.35
	4011101050	52.00	51.13	49.77	51.99	55.36
	4011101060	73.13	71.01	71.32	70.15	75.32
	4011101070	110.56	109.30	98.84	94.58	97.60
	4011105000	20.29	21.15	24.15	26.39	26.85
	4011201005	53.13	57.23	62.41	64.73	68.75
	4011205010	37.61	35.84	40.70	41.37	49.37
	Subtotal:	39.22	43.16	45.13	46.56	49.87

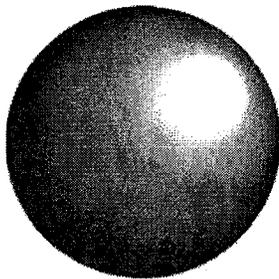
Source: Compiled from Official Bureau of Census IM145 import statistics.

EXHIBIT 5

TIRE INDUSTRY FACTS

FACTBOOK 2009

US TIRE SHIPMENT ACTIVITY REPORT
FOR STATISTICAL YEAR 2008
A Rubber Manufacturers Association Publication



RUBBER
manufacturers
association

**PRELIMINARY
E D I T I O N**

R E L E A S E D
February 2, 2009

2008 (P) US TIRE INDUSTRY ACTIVITY

Shipments

(in millions of units)

	2007		2008 (P)		% Change 08/07	
	Total	Radial	Total	Radial	Total	Radial
Passenger						
Industry Original Equipment	46.3	43.2	37.6	34.7	-18.7%	-19.6%
Industry Replacement	204.0	202.8	195.1	194.1	-4.4%	-4.3%
RMA Exports	26.2	25.7	24.7	24.4	-5.9%	-5.1%
Total Passenger	276.5	271.7	257.5	253.2	-6.9%	-6.8%
Light Truck						
Industry Original Equipment	4.4	4.4	2.9	2.9	-34.6%	-34.4%
Industry Replacement	34.2	33.2	29.4	28.4	-14.0%	-14.5%
RMA Exports	4.7	4.7	4.8	4.8	1.5%	1.7%
Total Light Truck	43.3	42.4	37.1	36.1	-14.4%	-14.8%
Truck & Bus						
Industry Original Equipment	4.6	4.6	3.8	3.8	-18.2%	-18.2%
Industry Replacement	16.6	15.6	14.8	14.2	-10.7%	-9.2%
RMA Exports	2.1	2.1	2.3	2.3	9.7%	9.7%
Total Truck & Bus	23.3	22.4	20.9	20.3	-10.4%	-9.3%

Production & Imports

(in millions of units)

	2007		2008 (P)		% Change 08/07	
	Total	Radial	Total	Radial	Total	Radial
Passenger						
RMA Production	154.1	154.1	137.9	137.9	-10.5%	-10.5%
US Imports **	116.3	111.0	119.7	114.5	2.9%	3.2%
Light Truck						
RMA Production	26.2	26.2	23.6	23.6	-10.0%	-10.0%
US Imports **	24.1	23.2	20.3	19.2	-15.9%	-17.1%
Truck & Bus						
RMA Production	14.7	14.7	12.9	12.9	-12.2%	-12.2%
US Imports **	11.6	10.6	9.5	8.8	-18.2%	-16.7%

** US imports as reported by US Department of Commerce are estimated for December 2008.

(P): 2008 data are preliminary and subject to change.

2008 (P) TIRE SIZE POPULARITY

PASSENGER TIRES

Original Equipment Shipments

<u>2008 Rank</u>	<u>Tire Size</u>	<u>% of RMA</u>	<u>2007 Rank</u>
1	P215/60R16	8.0%	1
2	P225/50R17	4.8%	8
3	P265/70R17	3.9%	4
4	P195/60R15	3.8%	5
5	P215/55R17	3.6%	n/a
6	P235/70R16	3.6%	3
7	P245/65R17	3.5%	2
8	P205/55R16	3.4%	n/a
9	215/60R16	2.9%	7
10	P215/60R17	2.3%	n/a
Top 10		39.8%	

Replacement Shipments

<u>2008 Rank</u>	<u>Tire Size</u>	<u>% of RMA</u>	<u>2007 Rank</u>
1	P225/60R16	4.4%	1
2	P235/75R15	3.8%	2
3	P205/65R15	2.9%	3
4	P215/70R15	2.2%	4
5	P265/70R17	2.2%	6
6	P215/60R16	2.2%	7
7	P195/65R15	2.2%	8
8	P205/70R15	1.9%	5
9	205/55R16	1.9%	n/a
10	P235/70R16	1.8%	10
Top 10		25.6%	

LIGHT TRUCK TIRES

(Service Trailer tires are no longer categorized as Light Truck)

Original Equipment Shipments

<u>2008 Rank</u>	<u>Tire Size</u>	<u>% of RMA</u>	<u>2007 Rank</u>
1	LT245/75R16	36.3%	1
2	LT225/75R16	16.2%	2
3	LT265/70R17	9.4%	3
4	LT245/75R17	6.7%	4
5	37X12.50R16.5	4.8%	8
6	LT275/65R20	3.4%	5
7	LT255/75R17	3.2%	10
8	LT275/65R18	2.8%	9
9	LT265/75R16	2.8%	7
10	LT275/70R18	2.5%	n/a
Top 10		88.2%	

Replacement Shipments

<u>2008 Rank</u>	<u>Tire Size</u>	<u>% of RMA</u>	<u>2007 Rank</u>
1	LT245/75R16	16.4%	2
2	LT265/75R16	15.6%	1
3	LT235/85R16	10.4%	3
4	LT225/75R16	7.9%	4
5	LT265/70R17	6.2%	7
6	31X10.50R15	5.8%	5
7	LT285/75R16	5.4%	6
8	LT215/85R16	4.4%	8
9	LT235/75R15	3.7%	9
10	LT285/70R17	2.1%	n/a
Top 10		77.9%	

MEDIUM & WIDE BASE TRUCK TIRES

Original Equipment Shipments

<u>2008 Rank</u>	<u>Tire Size</u>	<u>% of RMA</u>	<u>2007 Rank</u>
1	295/75R22.5	30.0%	1
2	11R22.5	28.1%	2
3	11R24.5	8.6%	4
4	225/70R19.5	7.8%	3
5	315/80R22.5	3.2%	n/a
Top 5		77.6%	

Replacement Shipments

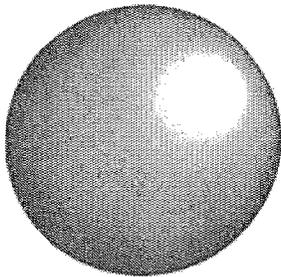
<u>2008 Rank</u>	<u>Tire Size</u>	<u>% of RMA</u>	<u>2007 Rank</u>
1	295/75R22.5	27.2%	1
2	11R22.5	23.1%	2
3	11R24.5	12.3%	3
4	285/75R24.5	7.3%	4
5	225/70R19.5	5.3%	5
Top 5		75.2%	

(P): 2008 data are preliminary and subject to change.

TIRE INDUSTRY FACTS

FACTBOOK 2008

US TIRE SHIPMENT ACTIVITY REPORT
FOR STATISTICAL YEAR 2007
A Rubber Manufacturers Association Publication



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**SUMMARY
EDITION**
RELEASED
March 18, 2008

2007 US TIRE INDUSTRY ACTIVITY

Shipments (in thousands of units)

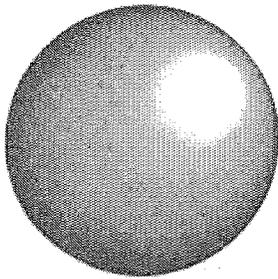
	2006		2007		% Change 07/06	
	Total	Radial	Total	Radial	Total	Radial
Passenger						
Industry Original Equipment	48,179	44,868	46,259	43,154	-4.0%	-3.8%
Industry Replacement	196,164	195,310	204,032	202,830	4.0%	3.9%
RMA Exports	28,367	27,788	26,243	25,724	-7.5%	-7.4%
Total Passenger	272,710	267,966	276,534	271,708	1.4%	1.4%
Light Truck						
Industry Original Equipment	5,007	4,992	4,433	4,424	-11.5%	-11.4%
Industry Replacement	33,561	32,353	34,187	33,234	1.9%	2.7%
RMA Exports	4,523	4,512	4,729	4,718	4.6%	4.6%
Total Light Truck	43,092	41,857	43,349	42,376	0.6%	1.2%
Truck & Bus						
Industry Original Equipment	6,828	6,826	4,648	4,647	-31.9%	-31.9%
Industry Replacement	16,859	15,893	16,573	15,641	-1.7%	-1.6%
RMA Exports	2,283	2,282	2,097	2,096	-8.1%	-8.2%
Total Truck & Bus	25,970	25,001	23,318	22,385	-10.2%	-10.5%

Production & Imports (in thousands of units)

	2006		2007		% Change 07/06	
	Total	Radial	Total	Radial	Total	Radial
Passenger						
RMA Production	157,981	157,981	154,072	154,072	-2.5%	-2.5%
US Imports	103,548	98,437	116,290	110,950	12.3%	12.7%
Light Truck						
RMA Production	27,030	27,030	26,226	26,226	-3.0%	-3.0%
US Imports	24,058	23,038	24,126	23,171	0.3%	0.6%
Truck & Bus						
RMA Production	14,333	14,332	14,695	14,694	2.5%	2.5%
US Imports	12,824	11,564	11,612	10,568	-9.5%	-8.6%

FACTBOOK 2007

US TIRE SHIPMENT ACTIVITY REPORT
FOR STATISTICAL YEAR 2006



RUBBER manufacturers association

STATISTICAL CATEGORIES

EMPLOYMENT & WAGE DATA
RUBBER CONSUMPTION
PASSENGER TIRES
LIGHT TRUCK TIRES
COMMERCIAL TRUCK TIRES
RETREADED TIRES
INNER TUBES
U.S. TIRE FACILITIES
TIRE SIZE POPULARITY
SCRAP TIRES

A Rubber Manufacturers Association Publication

FOREWORD

The 2007 edition of Tire Industry FACTS covers activity during 2006 and was prepared by the Market Information Services Department of the Rubber Manufacturers Association (RMA).

This publication contains information pertaining to various facets of the tire and tube industry within the United States. Tire and tube data are presented for various categories of product, including passenger, light truck, "other truck" tires and inner tubes. Much of this data is derived from an industry-reporting program operated by tire companies that are members of the Rubber Manufacturers Association. The RMA tire reporting program represents the primary and sole source of information prepared by and for the US tire industry. This information is supplemented by tire industry data published by the United States government. RMA has made every effort to assure the validity and accuracy of the data contained in this publication, however RMA assumes no responsibility for any inaccuracy or use thereof.

Non-government information presented in this publication may not be republished without the written permission of RMA. Any questions regarding the information presented in this publication should be directed to the Market Information Services Department of RMA at 202-682-4860, (Fax) 202-682-4870.

The following companies are acknowledged for their contributions during the 2006 statistical year in the development of this publication.

*Associated Rubber Company
Bandag, Inc.
Bridgestone Firestone North American Tire, LLC
Continental Tire North America, Inc.
Cooper Tire & Rubber Company
Falken Tire Corp.
Goodyear Tire & Rubber Company, The
Hankook Tire America Corp.
Kumho Tire U.S.A., Inc.
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Pirelli Tire North America
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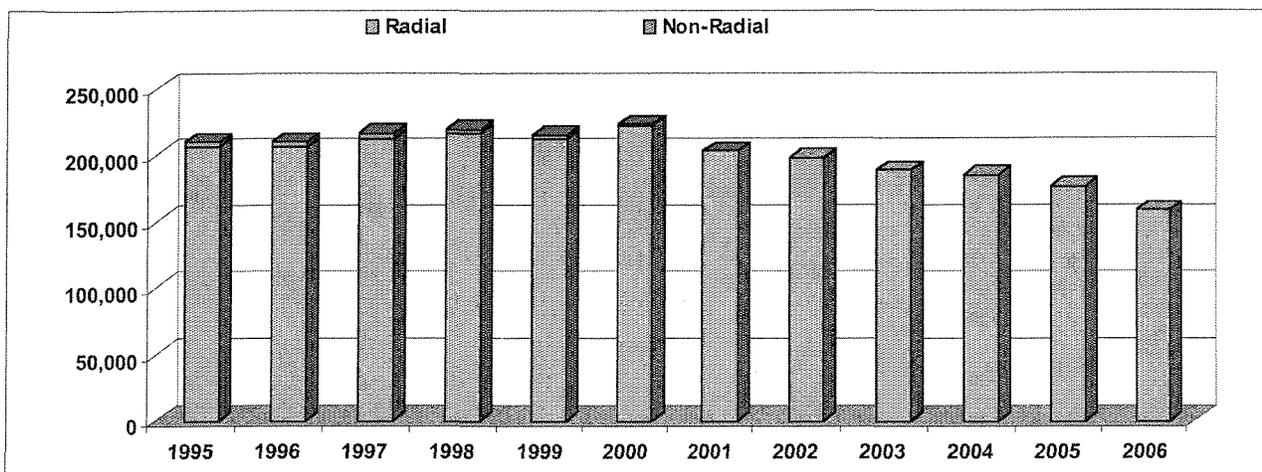
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PASSENGER TIRES PRODUCTION (RMA ONLY)

(In 000's of Units)



RMA began tracking passenger tires separately in 1929. Prior to that time, only a combined passenger and truck/bus figure was available. During the 1941-45 period, only civilian activity (no military activity) was recorded. 1973 marked the first year in which RMA production figures for radial tires were available. The non-radial category includes both bias and bias belted tires.

Passenger tire production covers all tires produced in the United States whether for domestic consumption or for export. Figures represent the production for all sizes and types of tires designed for standard highway passenger car service and include P-Metric tires destined for use on light trucks. Motorcycle figures are not included.

The data represent RMA activity only, with no estimate made to account for non-RMA companies' shipments, which are insignificant relative to this segment.

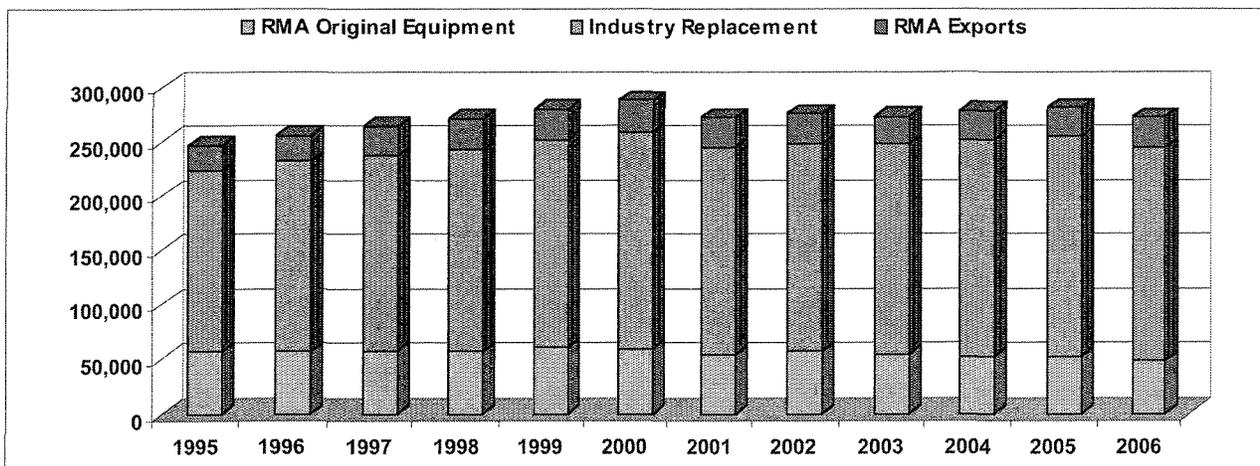
<u>Year</u>	<u>Radial</u>	<u>%</u>	<u>Non-Radial</u>	<u>%</u>	<u>Total</u>
1929	-	-	62,810	100.0%	62,810
1930	-	-	46,130	100.0%	46,130
1935	-	-	43,256	100.0%	43,256
1940	-	-	50,965	100.0%	50,965
1945	-	-	28,200	100.0%	28,200
1950	-	-	78,598	100.0%	78,598
1955	-	-	97,168	100.0%	97,168
1960	-	-	105,274	100.0%	105,274
1965	-	-	147,268	100.0%	147,268
1970	-	-	164,571	100.0%	164,571
1975	59,824	37.9%	97,856	62.1%	157,680
1980	75,469	57.7%	55,392	42.3%	130,861
1985	130,952	80.5%	31,632	19.5%	162,584
1990	167,351	95.7%	7,508	4.3%	174,859
1995	206,216	98.1%	3,911	1.9%	210,127
1996	206,001	97.9%	4,328	2.1%	210,329
1997	212,411	98.2%	3,825	1.8%	216,236
1998	216,320	98.5%	3,322	1.5%	219,642
1999	212,753	99.1%	1,961	0.9%	214,714
2000	222,462	99.8%	540	0.2%	223,002
2001	202,676	99.9%	290	0.1%	202,966
2002	197,941	99.9%	150	0.1%	198,091
2003	188,387	100.0%	54	0.0%	188,441
2004	184,613	100.0%	29	0.0%	184,642
2005	176,215	100.0%	0	0.0%	176,215
2006	157,981	100.0%	0	0.0%	157,981

Note: Starting from 2002, trailer tire historically coded as passenger tires are now coded as Light Truck Tires.

PASSENGER TIRES

TOTAL SHIPMENTS

(In 000's of Units)



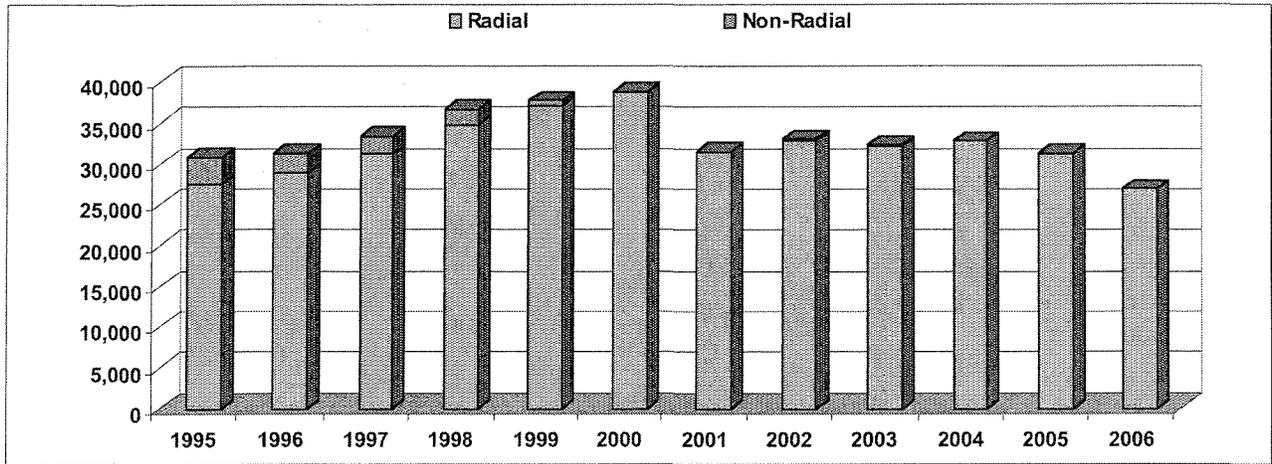
Total shipments include all domestically produced and imported tires sent for Original Equipment (OE) or Replacement purposes in the US domestic tire market, and tires exported by RMA participants. The figures represent shipments from tire manufacturers/importers to vehicle manufacturers, stores, tire distributors and dealers, NOT retail tire sales in any particular year.

The OE data represent RMA activity only, with no estimate made to account for non-RMA companies' shipments, which are insignificant relative to this segment. The replacement figures contain estimates for non-participants. The export figure represents ONLY RMA reported exports and differs from government export data.

Year	Industry		Industry		RMA		Total Shipments
	Orig. Equip.	%	Replacement	%	Exports	%	
1929	17,512	27.6%	43,917	69.2%	2,049	3.2%	63,478
1930	10,589	21.8%	36,195	74.4%	1,873	3.8%	48,657
1935	17,064	38.7%	26,036	59.1%	947	2.1%	44,047
1940	19,560	38.4%	30,903	60.7%	411	0.8%	50,874
1945	1,115	4.2%	25,462	95.0%	223	0.8%	26,800
1950	36,678	43.4%	47,103	55.8%	642	0.8%	84,423
1955	42,565	45.4%	50,125	53.5%	979	1.0%	93,669
1960	36,278	34.3%	68,475	64.8%	934	0.9%	105,687
1965	51,413	34.6%	94,893	63.9%	2,191	1.5%	148,497
1970	37,535	22.3%	129,608	76.9%	1,495	0.9%	168,638
1975	39,281	23.5%	122,469	73.3%	5,294	3.2%	167,044
1980	34,932	23.9%	106,912	73.3%	4,074	2.8%	145,918
1985	54,839	27.3%	141,455	70.4%	4,625	2.3%	200,919
1990	47,199	22.1%	152,251	71.3%	14,110	6.6%	213,560
1995	56,965	23.1%	166,844	67.5%	23,320	9.4%	247,129
1996	57,092	22.3%	175,328	68.5%	23,679	9.2%	256,099
1997	57,785	21.8%	179,487	67.7%	27,732	10.5%	265,004
1998	57,128	21.1%	185,522	68.4%	28,455	10.5%	271,105
1999	61,002	21.8%	191,903	68.5%	27,370	9.8%	280,275
2000	60,190	20.9%	198,874	69.0%	29,324	10.2%	288,388
2001	54,556	20.0%	190,765	70.0%	27,350	10.0%	272,671
2002	57,321	20.8%	190,540	69.0%	28,350	10.3%	276,211
2003	54,537	19.9%	193,612	70.8%	25,503	9.3%	273,652
2004	53,001	19.0%	199,177	71.5%	26,249	9.4%	278,426
2005	52,734	18.7%	202,309	71.9%	26,365	9.4%	281,407
2006	48,179	17.7%	196,164	71.9%	28,367	10.4%	272,710

Note: Starting from 2002, trailer tire historically coded as passenger tires are now coded as Light Truck Tires.

**LIGHT TRUCK TIRES
PRODUCTION (RMA ONLY)**
(In 000's of Units)



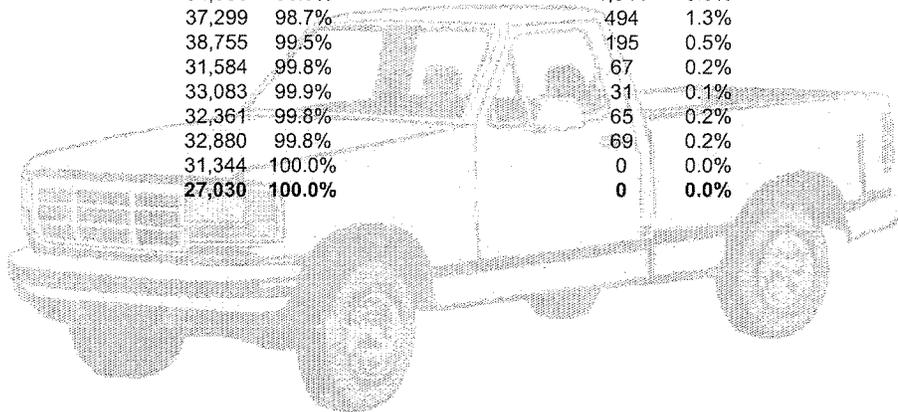
RMA initiated tracking of tire production for light truck tires in 1980. Prior to that time, only a total truck/bus figure was available. The term light truck tire production designates tires produced in the United States whether for domestic consumption or for export outside the United States.

For RMA purposes light truck tires are defined as: 1) tires with an "LT" prefix or suffix in the size designator, 2) tires meeting definitions as set by such bodies as Tire and Rim, and 3) conventional sizes up to and including a 17.5 inch diameter excluding 14-17.5 (reported as medium truck tires).

The figures represent the production of all tires meeting the RMA definition but does not include any "P" metric marked tire even when such a tire is used in a light truck application.

The units represent RMA activity only, with no estimate made to account for non-RMA companies shipments, which is insignificant relative to this segment.

<u>Year</u>	<u>Radial</u>	<u>%</u>	<u>Non-Radial</u>	<u>%</u>	<u>Total</u>
1980	1,229	7.1%	15,992	92.9%	17,221
1985	10,355	44.5%	12,939	55.5%	23,294
1990	18,660	72.2%	7,195	27.8%	25,855
1991	17,381	75.5%	5,633	24.5%	23,014
1992	21,763	81.4%	4,975	18.6%	26,738
1993	23,520	84.5%	4,306	15.5%	27,826
1994	25,021	85.4%	4,289	14.6%	29,310
1995	27,592	89.3%	3,305	10.7%	30,897
1996	29,000	92.4%	2,371	7.6%	31,371
1997	31,304	93.6%	2,155	6.4%	33,459
1998	34,866	95.0%	1,841	5.0%	36,707
1999	37,299	98.7%	494	1.3%	37,793
2000	38,755	99.5%	195	0.5%	38,950
2001	31,584	99.8%	67	0.2%	31,651
2002	33,083	99.9%	31	0.1%	33,114
2003	32,361	99.8%	65	0.2%	32,426
2004	32,880	99.8%	69	0.2%	32,949
2005	31,344	100.0%	0	0.0%	31,344
2006*	27,030	100.0%	0	0.0%	27,030



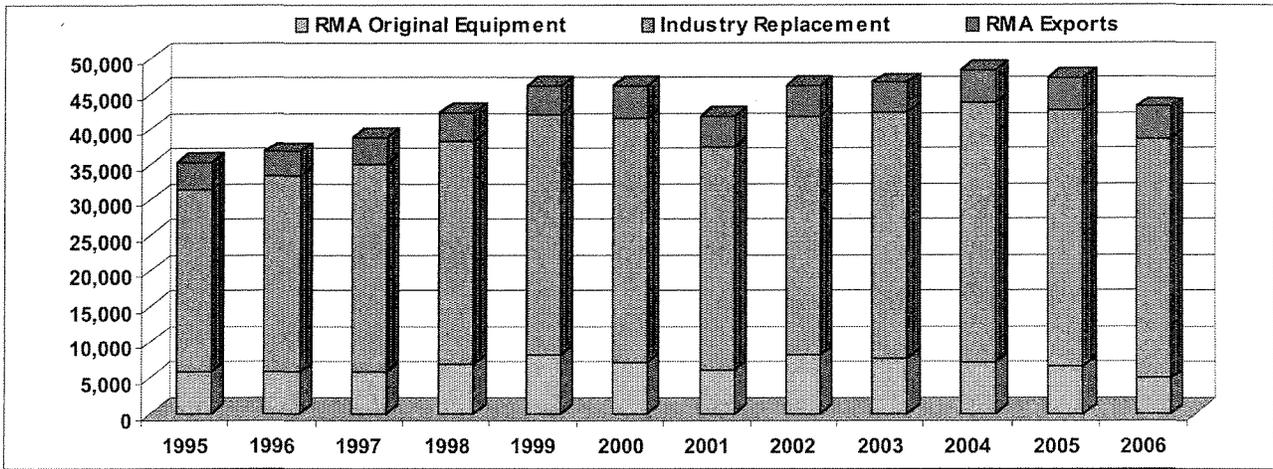
Note: Starting from 2002, trailer tire historically coded as passenger tires are now coded as Light Truck Tires.

* Starting from 2006, trailer tires are no longer included in the category of Light Truck.

LIGHT TRUCK TIRES

TOTAL SHIPMENTS

(In 000's of Units)



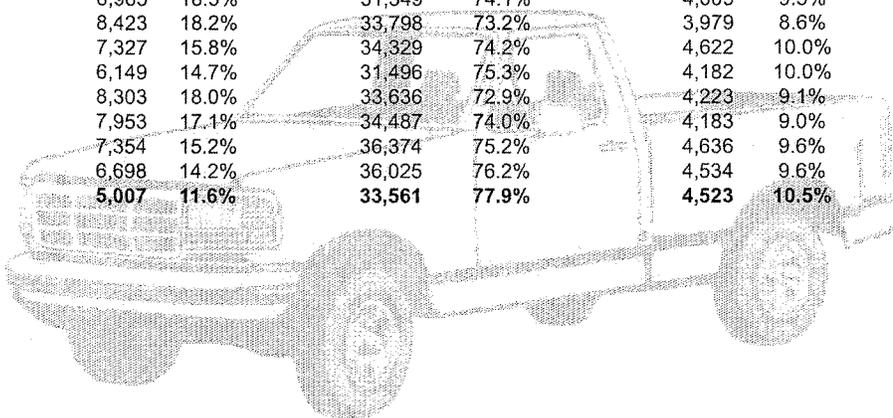
RMA aggregate total light truck tire shipment figures are based upon shipments to the original equipment, replacement and export tire markets.

For RMA purposes light truck tires are defined as: 1) tires with an "LT" prefix or suffix in the size designator, 2) tires meeting definitions as set by such bodies as Tire and Rim, and 3) conventional sizes up to and including a 17.5 inch diameter excluding 14-17.5 (reported as medium truck tires).

The figures represent shipments of light truck tires from tire manufacturers to vehicle manufacturers, stores, domestic and foreign trade distributors and dealers, and therefore may not indicate retail sales in any particular year.

The OE and replacement figures contains estimates for non-participants. The exports figure represents RMA reported exports and differ from government export data.

Year	Industry Orig Equip		Industry Replacement		RMA Exports		Total Shipments
		%		%		%	
1980	2,700	13.6%	16,100	81.2%	1,020	5.1%	19,820
1985	4,000	16.1%	19,800	79.7%	1,057	4.3%	24,857
1990	3,712	12.7%	22,832	78.3%	2,622	9.0%	29,166
1991	3,006	10.9%	21,755	78.7%	2,899	10.5%	27,660
1992	3,714	12.6%	22,618	76.5%	3,244	11.0%	29,576
1993	4,593	14.7%	23,605	75.3%	3,148	10.0%	31,346
1994	5,889	16.9%	25,351	72.8%	3,604	10.3%	34,844
1995	6,042	17.1%	25,537	72.2%	3,768	10.7%	35,347
1996	5,834	15.8%	27,605	74.9%	3,434	9.3%	36,873
1997	6,044	15.5%	29,035	74.7%	3,807	9.8%	38,887
1998	6,963	16.5%	31,349	74.1%	4,009	9.5%	42,320
1999	8,423	18.2%	33,798	73.2%	3,979	8.6%	46,200
2000	7,327	15.8%	34,329	74.2%	4,622	10.0%	46,278
2001	6,149	14.7%	31,496	75.3%	4,182	10.0%	41,827
2002	8,303	18.0%	33,636	72.9%	4,223	9.1%	46,162
2003	7,953	17.1%	34,487	74.0%	4,183	9.0%	46,623
2004	7,354	15.2%	36,374	75.2%	4,636	9.6%	48,364
2005	6,698	14.2%	36,025	76.2%	4,534	9.6%	47,256
2006*	5,007	11.6%	33,561	77.9%	4,523	10.5%	43,092



Note: Starting from 2002, trailer tire historically coded as passenger tires are now coded as Light Truck Tires.

* Starting from 2006, trailer tires are no longer included in the category of Light Truck.

EXHIBIT 6

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Nov/Dec 2008



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UNICCO hits 1 million safe hours at Bridgestone plant

Author: RP news wires

Management at the Bridgestone Firestone North American Tire LLC facility located in Wilson, N.C., recognized UNICCO Service Company for achieving 1 million hours without a lost-time incident. The UNICCO staff of 174 employees provides production and facilities equipment preventive and emergency maintenance services for the facility, which includes 57 acres of factory, warehouse and office buildings on the 485-acre site.



The 1 million-hour safety milestone was achieved by UNICCO's maintenance and support services staffs on July 1; the last lost-time incident occurred on August 5, 2004.

"This is an unprecedented achievement," said Bridgestone plant manager Jim Pridgen. "Clearly, UNICCO has become a model for safety at the factory. Their approach to safety directly contributes to our productivity and to employee welfare."

The Bridgestone Firestone (BFS) Wilson plant is a 24-hour, 365-day passenger and light truck tire manufacturing facility. UNICCO provides full maintenance services of production equipment and facilities systems, including power and steam plants, machine shop services, and fork truck and hoist maintenance. It also handles equipment installations and modifications, as well as production support, warehouse and shipping services.

"UNICCO has a close working relationship with BFS management and engineers," said Roger Tee, UNICCO maintenance manager for BFS. "Safety is a priority at all of UNICCO's plant services accounts. Here, thanks to our strong safety program, training, constant oversight and the

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support of BFS, we have achieved a fantastic goal that we hope to add to every day for a long time."

UNICCO provides similar services to other Bridgestone Firestone passenger and light truck tire manufacturing operations located in Graniteville, S.C., and Oklahoma City, Okla.

UNICCO Service Company, based in Newton, Mass., is one of North America's largest integrated facilities services companies, with more than 18,000 employees and \$700 million in annualized revenues. UNICCO offers maintenance, operations, cleaning, lighting and administrative/office services for industrial, corporate and multi-tenant office, education, retail, government and public venue facilities.

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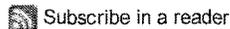
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EXHIBIT 7

September 30, 2004

COMPANY NEWS; CONTINENTAL CLOSING TIRE PLANT IN KENTUCKY

Continental, the tire maker, said that it would close a Mayfield, Ky., plant by the end of the year, eliminating 985 jobs, after failing to win sufficient union cost cuts. Continental would keep some mixing work and warehousing operations at the site, the company said. The company said that it decided to go ahead with the closing after reviewing a Sept. 17 proposal from the United Steelworkers of America. Continental, based in Hanover, Germany, has been cutting costs by moving production of tires and car parts to countries where wages are lower.

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EXHIBIT 8

RubberNews.com

Downsizing in Opelika foreseen but still a blow

Brad Dawson

OPELIKA, Ala. --
July 24, 2006

Workers at Michelin North America Inc.'s BFGoodrich tire plant in Opelika weren't surprised about the company's decision to reduce production there, but it still was a shock.

The BFG tire manufacturing unit announced June 11 it will reduce tire production by 30 to 40 percent at the plant beginning in the fourth quarter. *Between 30 and 40 percent of the site's employees will be laid off indefinitely, a Michelin spokeswoman said.*

The Opelika plant employs more than 1,300 salaried and hourly workers. It has a capacity of about 8 million tire units per year, according to Rubber & Plastics News' 2005 Global Tire Report.

"The leadership here has tried to prepare everyone for this type of situation," said Tim Williams, vice president of United Steelworkers Local 753, which represents more than 1,200 hourly workers in Opelika. "It's not like the market turned just this week. We've seen the trends, and the company hasn't hesitated to say they're not in the business of losing money."

BFG cited overcapacity in the mass-market passenger tire segment in North America as the impetus for the reductions. The segment has been shrinking over the past several years and is experiencing intense cost pressure because of increased imports from competition in lower-cost countries, the company said.

The 1.65 million-sq.-ft. Opelika plant manufactures BFGoodrich, Uniroyal, private and associate brand mass-market passenger and light truck tires, primarily for the U.S. market.

The changes are being made to adjust capacity and are not targeting any particular brand, the spokeswoman said. The company chose Opelika for the cutbacks because products specific to the reduction primarily are made there, she said.

The reasons for the cuts are similar to those given when Michelin announced in February it was closing its BFG tire plant in Kitchener, Ontario. The company has to keep examining the market and make any changes to align with demand, the spokeswoman said. "It was a difficult decision to close the Kitchener plant, but the market continues to shrink."

Looking for upgrades

At the time of the Kitchener decision, BFG said any necessary production would be shifted to its U.S. sites in Opelika; Tuscaloosa, Ala.; and Fort Wayne, Ind. The Kitchener plant was scheduled to close July 22, the day the current BFG/United Steelworkers contracts in the U.S. and Canada expired.

Local 753 has about 150 members of retirement age, and union officials would like to work out an improved incentive package that would allow them to make a retirement choice.

That would prevent some of the less experienced workers from being laid off later this year. "Some of those members wouldn't be working much longer anyway," he said. "But the deal has to be right for them."

The Opelika announcement came 11 days after the USW selected BFG as its bargaining target for the 2006 master contract season. Contracts with Bridgestone/Firestone and Goodyear-which approved a day-to-day contract extension with the USW on July 18-were due to expire July 22 as well. BFG wanted to get notice to its affected employees as quickly as possible, the Michelin spokeswoman said.

Ron Hoover, USW executive vice president and head of the union's Rubber/Plastics Industry Conference, said negotiators will continue to seek improvements for the Opelika site in contract talks.

"This is not a productivity issue," Hoover said. "It's about marketing, and that's why we're working to secure the long-term viability of the Opelika plant by negotiating capital investment expenditures that will enable Opelika to upgrade the products it produces."

Michelin committed to and delivered on \$150 million in capital expenditures at the four BFG plants since 2004. The company spokeswoman said the company would continue to invest in North America, but that "in this competitive market we've had to make some tough decisions."

Williams echoed Hoover in saying productivity never has been a problem in Opelika, and added the facility has one of the best cost-per-unit rates in the company. The real problem is BFG can't in turn sell those tires for very much money, he said.

But the work force definitely has the capability to build the higher-ticket items Michelin believes it can make and sell profitably, Williams said. "We'd like to see a flood of higher-end tires here."

Cuts everywhere

Hoover said he'd like to see all the BFG unit's products made in USW-represented facilities. But the glut of imports from low-cost locations such as China has resulted in several companies abandoning lower-margin tire production in North American facilities, he said. Most of those moves directly affect USW members.

In fact, the Opelika site is the latest in a growing line of North American tire plants facing cutbacks or outright closure.

In addition to BFG's moves in Kitchener and Opelika, Goodyear announced last month it would cut production of private label tires by about a third-making up about \$300 million in annual sales and capacity of about 8 million units.

All the plants making Goodyear's private label tires are unionized, and workers at four of those plants are covered by the master contract being negotiated this year.

Continental Tire North America Inc. suspended tire production at its Charlotte, N.C., tire plant on July 7, and BFS said it plans to close its Oklahoma City tire factory by year-end. Workers at those plants are represented by the USW as well.

The specter of closed plants and reduced production only gives the union more determination to gain additional job security in contract negotiations, Hoover said. "Opelika is central in these discussions," he said. "As we speak, we will spend a lot of time talking about the future."

If the North American passenger tire segment does re-expand, the company has the option of recalling workers and making more capacity adjustments, the Michelin spokeswoman said. "We'll keep looking at the market and see how it evolves," she said.

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EXHIBIT 9



Job Seekers

- Job Search
- Browse JobBank USA Jobs
- Browse Multi-Database Jobs
- Post Resume-Member Login

Work at Home

- Work At Home Job Listings
- Get Paid To Write

Resume Resources

- Resume Writing Services
- Free Sample Resumes
- Resume Templates
- Resume Writing Tips

Cover Letters

- Instant Cover Letters
- Free Sample Cover Letters
- Cover Letter Articles
- Letters Index

Interviews

- Job Interview Questions
- Job Interview Articles

Employers/Recruiters

- Member Login
- Resume Database & Job Posting Packages
- HR & Recruiter Resources
- Corporate Directories

Resources

- Job Information by State
- Colleges & Universities
- Career Profiles
- Salary Calculator
- Employment News
- Employment Guide
- Assessment Tools
- Directories
- Federal Government Jobs
- Fortune 500 Jobs
- Franchise Directory
- Career Articles

- Link Partners
- About Us
- Search Job Bank USA
- Online Sitemap
- Job Bank USA Home



JFK High School



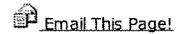
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Goodyear to Close Texas Plant, Cut 1,100 Jobs

Memphis Business Journal

Goodyear Tire Retailers

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Find New Tires Today

Find New Tires & Receive Special Offers by Visiting Firestone Today.
www.FirestoneCompleteAutoCare.com

Goodyear Tire and Rubber

Locate jobs openings and Apply today.
www.applicationsearch.net/JobSearch

Ads by Google

November 1, 2006

Goodyear Tire & Rubber said Monday that it plans to close its plant in Tyler, Texas, eliminating 1,100 jobs.

The move is part of the Akron, Ohio-based tire company's plan to shutter some of its private label businesses, the company said.

Goodyear (NYSE: GT) said the move would save about \$50 million a year after taxes. The company expects to take a restructuring charge of between \$155 million-\$165 million related to the plant closing, with the cash portion of these charges ranging between \$40 million-\$50 million.

"We must take the steps necessary to reduce our costs and improve our competitive position," Jon Rich, president of Goodyear's North American Tire division, said in a statement. "While this is an extremely difficult decision for everyone involved, it was required to help turn around our North American business."

Rich did not say when the company would close, but said the closing would be timed to minimize the impact on Goodyear customers.

Goodyear previously announced a strategy to reduce costs by more than \$1 billion by 2008, including reducing high-cost tire manufacturing capacity.

The Tyler plant, which opened in 1962, primarily makes small passenger-car tires, a business that has been under considerable pressure from low-cost imports, Goodyear said.

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candidates, employees, employers
and recruiters.

The plant makes about 25,000 passenger-car and light truck tires a day.

Goodyear also makes passenger and light truck tires in Union City, Tenn., and employs 2,300 people in the greater Memphis area. The company operates a 600,000-square-foot distribution warehouse in Memphis, where it employs 73.

<http://www.bizjournals.com/memphis/stories/2006/10/30/daily7.html>

Disclaimer

Goodyear Tire and Rubber

Locate jobs openings and Apply today.
www.applicationsearch.net/JobSearch

Goodyear

Search that Pays You Back. Search Now & Save on Goodyear Tires!
Search.Live.com/cashback

Jobs (at Home Jobs)

\$92/hr Part-Time Job Opening. Requirements : Just a Computer.
Indeed.com

Jobs Listings All Fields

Jobs In All Fields - Apply Online Search Job Listings On Ask & Apply!
Ask.com/Jobs

Ads by Google

EXHIBIT 10

Goodyear Dunlop to cut 150 at N.Y. facility

By Mike McNulty
Rubber & Plastics News Staff

TONAWANDA, N.Y.—Goodyear Dunlop Tires North America Inc. plans to scale back production and cut about 150 jobs at its Tonawanda plant following a big drop in tire sales.

The joint venture of Goodyear and Sumitomo Rubber Industries Ltd. offered a buyout package to the 1,100 employees at the factory in early November and gave them two weeks to make a decision, a Goodyear spokeswoman said.

If fewer than 150 workers decide to take the package, management at the facility will move to voluntary layoffs to reduce the work force, she said. Should that be unsuccessful, West Amherst, N.Y.-based Goodyear Dunlop will impose involuntary layoffs.

"If they are laid off, they could be called back," she said, "but if they take the buyout, they're basically terminated."

The 150 figure could be slightly lower because a few unfilled salaried positions at the plant will be included in the job-cut total, the spokeswoman said.

Production of passenger and commercial truck tires will be trimmed from a 24-hours-a-day, seven-days-a-week schedule to three shifts, five days a week, the spokeswoman said. The other product line made at the plant, motorcycle tires, will continue to be manufactured on a 24-7 basis, she said, because sales continue to be strong in that segment.

The new schedule goes into effect Dec. 1, she said. Workers at the plant in Tonawanda, located near Buffalo, N.Y., are represented by the United Steelworkers, which has completed discussions with the company on the cutbacks, she said. "So we're moving forward."

Union and company officials began meeting Oct. 27, with Goodyear Dunlop completing its plans Oct. 31, according to Kathy Kluczynski, vice president of Local 135, which represents workers at the factory. "Every-

thing happened very quickly," she said.

She said the union worked with the firm to solve the problem because "we wanted to keep the plant running. So we moved to a five-day schedule, which caused reductions in the work force. We're saving some jobs by doing it this way and those laid off are put on a recall list."

Workers with less than two years on the job can be recalled for five years, she said, while those with more than two years can be recalled indefinitely.

To date, about 58 union members have indicated they'll take the buyout, Kluczynski said. If that figure holds true, about 90 will be laid off by Dec. 1.

The company currently makes about 5,500 passenger and 2,000 truck tires each day at the facility. It also produces about 4,700 motorcycle tires a day.

The company spokeswoman said Goodyear Dunlop needed to reduce output at the factory to keep it profitable. "The company has had lower demand for truck and vehicle tires and it needed to cut costs."

Fenner Precision boosting production at Buffalo site

By Mike McNulty
Rubber & Plastics News Staff

MANHEIM, Pa.—Fenner Precision Inc. is investing about \$950,000 to add machinery and upgrade older equipment to boost capacity at its Buffalo, N.Y., plant.

The new and refurbished machinery is expected to increase production by 40 percent at the factory and result in the addition of about 10 jobs, a spokeswoman said. The company purchased the facility in March.

A subsidiary of England-based Fenner P.L.C., Fenner Precision hopes to complete the improvements and equipment installations at the plant by February 2009, she said.

The new jobs will be on top of 10 the company added at the facility earlier this year and will put the factory's work force at about 150, the spokeswoman said.

The investment is in response to in-

creasing customer demand and allows the company to support those production needs, according to Jeff Oak, vice president and general manager of Fenner Precision's operation in Buffalo.

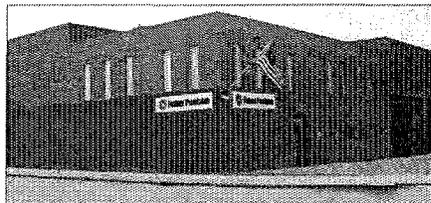
Spanning 90,000 square feet, the facility custom-formulates and molds polyurethane and silicone rollers for digital imaging, medical and diagnostic imaging applications, the spokeswoman said.

It specializes in electrically conductive offerings for the digital printing and medical imaging markets.

The Buffalo plant became part of the Fenner Precision operation when the company purchased Winfield Industries in March.

By melding the two companies, Fenner Precision strengthened its position in the marketplace and provides more offerings and better service, the spokeswoman said.

The combination of Winfield's liquid



Fenner Precision plans to add 10 jobs and machinery as well as refurbish other equipment to increase production by 40 percent at its factory in Buffalo. The moves are being made to meet increased demand.

custom-formulated cast urethane and silicone-molded products and Fenner Precision's polymer-reinforced fabric technology has resulted in more items being available to its customers and, through a jointly formed global sales and marketing organization, an increase in sales globally, Oak said.

A sizable portion of the company's business involves exporting, with more than 50 percent of its products sent from

the Americas to Asia and Europe, the firm said.

Fenner Precision has experienced solid growth over the last several years. In early 2007, it was separated from industrial belt maker Fenner Drives and became a stand-alone subsidiary of Fenner P.L.C.

It also completed a two-year expansion of its Manheim plant, added machinery and enlarged its work force.

NEWS DIGEST

Bayer starts up MDI facility

Bayer MaterialScience A.G. said it has started production at its methylene diphenyl diisocyanate facility, located at its production complex in Shanghai, China.

The plant has the capacity to produce 350,000 metric tons of the polyurethane curative per year.

Bayer also has broken ground on a 250,000-ton-a-year toluene diisocyanate plant at the same site that is scheduled to come on stream in 2010.

Bridgestone opens carbon black site

Mexico Carbon Manufacturing S.A. de C.V., a wholly owned subsidiary of Bridgestone Corp., has opened a carbon black plant in Mexico.

The facility will have the capacity to produce about 35,000 metric tons of the filler a year, and will employ 100, the company said.

Yokohama Chinese plant on-stream

Yokohama Rubber Co. Ltd. has started commercial-scale production of steel radial truck and bus tires at its plant in Suzhou City, China, more than a year later than originally planned.

The \$90 million plant, run by subsidiary Suzhou Yokohama Tire Co. Ltd., has a manufacturing capacity of 340,000 tires a year with employment expected to hit 400 at full production, Yokohama said.

Michelin to upgrade factories

Michelin will spend more than \$250 million during the next five years to upgrade its tire plants in Italy. The project will include phasing out tire production at its Turin/Stura factory by the end of next year.

The plan calls for a significant increase in production capacity at the firm's Cuneo plant in northwest Italy, which Michelin said will become the largest facility in Europe producing premium passenger tires.

Avon Rubber facility turns profit

Avon Rubber P.L.C. said its Cadillac, Mich., plant has posted a "satisfactory" profit in the final quarter following the substantial resolution of production issues and cost overruns.

The unit suffered earlier in the year following delays to the start of a contract to make its M50 respirator for the U.S. Department of Defense.

Net debt was reduced to \$23.9 million at year-end from \$28.9 million as of June 30 with an improvement in working capital, despite the negative impact on borrowings of a stronger U.S. dollar, the firm said.

BFS recalling 162,000 tires

Bridgestone/Firestone voluntarily is recalling about 162,000 tires made at its facility in San Jose, Costa Rica, because they don't meet the company's standards for tread base gauge.

The recall includes 135,000 Firestone FR480 tires, size P235/75 R15, and 27,000 Firestone LeMans Champion SE tires, size P235/75 R15.

BFS will replace the tires free of charge at any company-owned stores in the U.S. or any independent Firestone dealers in Canada, the company said.

Cooper, TGI sign distribution deal

Cooper Tire & Rubber Co.'s Mickey Thompson Tires unit has signed wholesaler Tire Group International as a distributor of Mickey Thompson tires and wheels and Dick Cepek tires.

TGI's territory will include South Florida and Central America, South America and the Caribbean. The distributor said it will carry the full line of Mickey Thomp-

son tires and wheels in its Miami distribution center.

TGI carries more than 40 tire brands and distributes its own private labels Astro, Cosmo, Indistar, Luna and Orjon. It also offers several brands of tubes and various lines of automotive products.

Rohm and Haas OKs sale to Dow

Rohm and Haas Co.'s shareholders have approved the acquisition of its specialty chemical and materials company by Dow Chemical Co.

A majority of the Rohm and Haas holders of 195 million shares voted in favor of the deal, which will give them \$78 in cash per share, the company said.

The deal is expected to close early next year, pending regulatory approval. Rohm and Haas will retain its name and headquarters in Philadelphia.

In brief

Firestone Industrial Products Co. L.L.C.'s Web site, www.fisp.com, now is available in eight languages. Yokohama Tire Corp. said it will boost prices 10 percent on all its consumer tires on Dec. 10 because of increases in raw material costs. Michelin North America Inc. is raising prices of agricultural tires sold in the U.S. and Canada an average of 11 percent, effective Dec. 1. Firestone Industrial Products' Dyersburg, Tenn., plant has won a workplace safety award from the Tennessee Department of Labor & Workforce Development for the fourth consecutive year. Pirelli Tire L.L.C.'s Rome, Ga., tire plant received recertification of ISO/TS 16949:2002 and UNI EN 9001:2000 for automotive supply chain and quality management systems, respectively. The BF Goodrich-brand farm tire line will be discontinued Dec. 31, according to Michelin North America, which makes the tires in Europe and sells them in North America. Reliable Polymer Services, a reproprocessor of polymers, has received ISO 9000 certification.

EXHIBIT 11



Cooper Tire Announces Intent To Close Albany, Ga., Facility

Wednesday, December 17, 2008 9:15 AM

Symbols: [CTB](#)

FINDLAY, Ohio, Dec. 17 /PRNewswire-FirstCall/ -- COOPER TIRE & RUBBER COMPANY (NYSE: CTB) today announced the pending closure of its manufacturing facility in **Albany, Ga.** This announcement follows a network capacity study analyzing the Company's optimal manufacturing footprint in **the United States**. The impact on net profit of this closure is estimated to be **\$150 million to \$175 million** in restructuring charges, between 50 and 60 percent of which will be non-cash charges. Annual savings after implementation are estimated at between **\$75 million and \$80 million**. A portion of these savings will begin to materialize in 2009 as production from the plant is moved to other locations.

(Logo: <http://www.newscom.com/cgi-bin/prnh/20010404/COOPERLOGO>)

United States manufacturers have come under intense pressure in recent years from increased lower-priced imports and softening domestic demand for products. **Roy Armes**, chief executive officer, said, 'This was a difficult decision and we regret the impact it will have on our employees in **Albany** and the surrounding community. The detailed study we performed was fair, objective, and conclusive that we needed to consolidate our capacity and close one of our U.S. facilities. The government and community agencies were actively engaged and involved and offered a high level of support, but the final outcome was clear.'

The facility was acquired by Cooper in 1990 and employs approximately 1,400. Cooper intends to realign the mix of products at its remaining U.S. facilities located in **Findlay, Ohio, Texarkana, Ark.,** and **Tupelo, Miss.,** to meet customer demand.

Armes continued, 'Cooper customers in the North American market must have competitive products of the highest quality from Cooper in order to grow and prosper in this intense market. This capacity rationalization will help us meet that demand. Employees in **Albany** were notified of the outcome and will be provided support as the facility winds down operations in the next 12 months. We appreciate the hard work and

efforts that our employees have always demonstrated and will assist them where possible through this transition. Unfortunately, this was a very necessary action to position Cooper to compete in a global market environment.

'The current state of the economy and demand for our products in **the United States** has caused us to rethink how we could best leverage our fixed costs. We will also continue with our existing ongoing lean, six sigma, and automation initiatives to improve our cost structure throughout our operations, in addition to this capacity rationalization effort. This capacity reduction, along with improvements at our other facilities, will allow Cooper to optimize our global footprint and capitalize on current and future market opportunities.'

About Cooper Tire & Rubber Company

Cooper Tire & Rubber Company is a global company that specializes in the design, manufacture, marketing and sales of passenger car and light truck tires and subsidiaries that specialize in medium truck, motorcycle and racing tires. With headquarters in **Findlay, Ohio**, Cooper Tire has manufacturing, sales, distribution, technical and design facilities within its family of companies located in 10 countries around the world. For more information, visit Cooper Tire's web site at: www.coopertire.com.

Forward-Looking Statements

*This press release contains forward-looking statements regarding the anticipated future charges and expenditures relating to the closure of the **Albany, Ga.**, facility. In particular, all of the costs and time frames in this release are estimates and are therefore subject to change. These forward- looking statements give the Company's current expectations or forecasts and are based upon management's expectations that involve a number of risks and uncertainties, any of which could cause actual results to differ materially from those expressed in or implied by the forward-looking statements. Such risks and uncertainties include, but are not limited to, the following: the timing of the plant closing; separation and severance amounts that differ from original estimates because of the timing of employee terminations; amounts for non-cash charges relating to inventories and property, plant and equipment that differ from the original estimates because of the ultimate fair market value of such inventories and property, plant and equipment. The Company makes no commitment to update any forward-looking statement included herein or to disclose any facts, events or circumstances that may affect the accuracy of any forward-looking statement. You are advised, however, to consult any disclosures the Company makes on related subjects in its reports on Form 10-Q, 8-K and 10-K filed with the Securities and Exchange Commission.*

SOURCE Cooper Tire & Rubber Company

(Source: PR Newswire)

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No Comments

EXHIBIT 12

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WKRN.com

Bridgestone Firestone to cut another 600 jobs in LaVergne

Posted: Jan 22, 2009 01:44 PM



Bridgestone Firestone North American Tire, Inc. announced Thursday it will cease passenger and light truck tire manufacturing at its plant in LaVergne, resulting in the loss of hundreds of jobs.

In December, the LaVergne plant laid-off 148 hourly and 10 salaried employees due to a decrease in demand for passenger and light truck tires.

The company said Thursday an additional 294 hourly, 31 maintenance and 60 salaried workers will be released beginning in mid-March when the company ceases production.



"Based on current economic forecasts, it appears that the global economic crisis is going to get worse before it gets better. We are not immune from these challenging times," said Stephen Brooks, president of manufacturing operations.

Additionally, a decreased demand for truck tires will result in the loss of 191 hourly employees, 34 maintenance and 34 salaried teammates.



After the announcement, Bridgestone employees returned to work, trying to stay positive.

"I'm going to get laid off but not the first round. I'm doing the best I can. I'm just going to work until they let me go," employee Hiram Griffin told News 2 Friday morning.

Other employees say they felt tension in the waiting process.

Jeff Tenpenny said Thursday, "Well, been a lot of tension and stuff because we've been anticipating this next round of layoffs and they finally told us about them today, so you don't know who's going to go and what's going to end up in the next month or so."

The latest layoffs announced include more than 50 percent of the entire workforce at the plant.

The Bridgestone layoffs will begin in mid-March and continue through June.

Brooks said if the economy improves, the jobs could be restored.

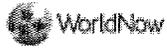
"We hope that the economy will begin to recover later this year; as a result we also hope that we will be in a position to begin calling teammates back to work in the truck and bus tire production area, perhaps as early as the fourth quarter of 2009," he said.

Bridgestone Firestone said truck and bus tire manufacturing will continue at the LaVergne plant with more than 700 employees.

[Click here](#) to read the company's release.

Previous Story:

- Dec. 1, 2008: [Bridgestone Firestone to lay off LaVergne workers](#)



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EXHIBIT 13

a **crain** publication

TIRE BUSINESS.COM

Your Number One Information Resource

Michelin to shut BFG plant in Opelika by Oct. 31

Tire Business staff report

OPELIKA, Ala (April 13, 2009) — Michelin North America Inc. (MNA) will close its BFGoodrich Tire Manufacturing plant in Opelika by Oct. 31 in response to an “unprecedented drop in market demand.”

The 46-year-old Opelika plant makes BFG- and Uniroyal-brand passenger tires with approximately 1,000 wage and salaried workers. Capacity is listed at 14,000 units daily, although Michelin already has rolled that back somewhat in recent months.

Michelin will consolidate production at the BFG plants in Tuscaloosa, Ala., and Fort Wayne, Ind.

Michelin said the drop in demand — attributed to consumers’ driving fewer miles, purchasing fewer vehicles and delaying tire replacement purchases — has created “significant overcapacity” in North America, and the firm does not expect demand to rebound in the near term.

“Business decisions that directly impact the lives of our employees are extraordinarily difficult,” said MNA Chairman Dick Wilkerson. “This action is necessary, however, for the long-term health and competitiveness of Michelin North America. In this crisis, there is no more business as usual.”

Michelin said the decision ensures it will be better able to fully utilize the capacity of its remaining Michelin and BFG plants in North America, accelerating work already under way to reduce costs and improve competitiveness. Michelin said it makes in North America more than 85 percent of the tires it sells in North America.

The company will work with appropriate government agencies, communities and the United Steelworkers union to help make the transition for all affected employees as smooth as possible, including providing separation pay and other benefits.

MNA said it is establishing a Michelin Development Program to assist in the creation of new jobs from diverse industries within the local community. Details of this initiative will be released in the coming weeks.



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EXHIBIT 14

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

FORM 10-K

ANNUAL REPORT PURSUANT TO SECTION 13 OR 15(d) OF
THE SECURITIES EXCHANGE ACT OF 1934

For the fiscal year ended December 31, 2008

Commission File Number: 1-1927

THE GOODYEAR TIRE & RUBBER COMPANY

(Exact name of Registrant as specified in its charter)

Ohio
(State or other jurisdiction of
incorporation or organization)
1144 East Market Street, Akron, Ohio
(Address of principal executive offices)

34-0253240
(I.R.S. Employer
Identification No.)
44316-0001
(Zip Code)

Registrant's telephone number, including area code: (330) 796-2121

Securities registered pursuant to Section 12(b) of the Act:

<u>Title of Each Class</u>	<u>Name of Each Exchange On Which Registered</u>
Common Stock, Without Par Value	New York Stock Exchange

Securities registered pursuant to Section 12(g) of the Act:

None

Indicate by check mark if the registrant is a well-known seasoned issuer, as defined in Rule 405 of the Securities Act.

Yes No

Indicate by check mark if the registrant is not required to file reports pursuant to Section 13 or Section 15(d) of the Act.

Yes No

Indicate by check mark whether the registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter period that the registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days.

Yes No

Indicate by check mark if disclosure of delinquent filers pursuant to Item 405 of Regulation S-K is not contained herein, and will not be contained, to the best of registrant's knowledge, in definitive proxy or information statements incorporated by reference in Part III of this Form 10-K or any amendment to this Form 10-K.

Indicate by check mark whether the registrant is a large accelerated filer, an accelerated filer, a non-accelerated filer, or a smaller reporting company. See the definitions of "large accelerated filer," "accelerated filer" and "smaller reporting company" in Rule 12b-2 of the Exchange Act. (Check One):

Large accelerated filer Accelerated filer Non-accelerated filer Smaller reporting company
(Do not check if a smaller reporting company)

Indicate by check mark whether the registrant is a shell company (as defined in Rule 12b-2 of the Act).

Yes No

The aggregate market value of the common stock held by nonaffiliates of the registrant, computed by reference to the last sales price of such common stock as of the closing of trading on June 30, 2008, was approximately \$4,284,192,000.

Shares of Common Stock, Without Par Value, outstanding at January 31, 2009:

241,349,680

DOCUMENTS INCORPORATED BY REFERENCE:

Portions of the Company's Proxy Statement for the Annual Meeting of Shareholders to be held on April 7, 2009 are incorporated by reference in Part III.

Tire unit sales for each segment during the periods indicated were:

GOODYEAR'S ANNUAL TIRE UNIT SALES — SEGMENT

<i>(In millions of tires)</i>	<u>Year Ended December 31,</u>		
	<u>2008</u>	<u>2007</u>	<u>2006</u>
North American Tire	71.1	81.3	90.9
Europe, Middle East and Africa Tire	73.6	79.6	83.5
Latin American Tire	20.0	21.8	21.2
Asia Pacific Tire	<u>19.8</u>	<u>19.0</u>	<u>19.4</u>
Goodyear worldwide tire units	184.5	201.7	215.0

Our replacement and OE tire unit sales during the periods indicated were:

GOODYEAR'S ANNUAL TIRE UNIT SALES — REPLACEMENT AND OE

<i>(In millions of tires)</i>	<u>Year Ended December 31,</u>		
	<u>2008</u>	<u>2007</u>	<u>2006</u>
Replacement tire units	134.1	141.9	152.0
OE tire units	<u>50.4</u>	<u>59.8</u>	<u>63.0</u>
Goodyear worldwide tire units	184.5	201.7	215.0

New tires are sold under highly competitive conditions throughout the world. On a worldwide basis, we have two major competitors: Bridgestone (based in Japan) and Michelin (based in France). Other significant competitors include Continental, Cooper, Hankook, Kumho, Pirelli, Toyo, Yokohama and various regional tire manufacturers.

We compete with other tire manufacturers on the basis of product design, performance, price, reputation, warranty terms, customer service and consumer convenience. Goodyear and Dunlop brand tires enjoy a high recognition factor and have a reputation for performance and quality. The Kelly, Debica and Sava brands and various other house brand tire lines offered by us, and tires manufactured and sold by us to private brand customers, compete primarily on the basis of value and price.

We do not consider our tire businesses to be seasonal to any significant degree.

GLOBAL ALLIANCE

In 1999, we entered into a global alliance with Sumitomo Rubber Industries, Ltd. ("SRI"). Under the global alliance agreements, we acquired 75%, and SRI acquired 25%, of Goodyear Dunlop Tires Europe B.V., a Netherlands holding company ("GDTE"). Concurrently, the holding company acquired substantially all of SRI's tire businesses in Europe and most of our tire businesses in Europe. We also acquired 75%, and SRI acquired 25%, of Goodyear Dunlop Tires North America, Ltd. ("GDTNA"), a holding company that purchased SRI's tire manufacturing operations in North America and certain of its related tire sales and distribution operations. The global alliance involved other transactions, including our acquisition of 100% of the balance of SRI's Dunlop Tire replacement distribution and sales operations in North America. In Japan, we own 25%, and SRI owns 75%, of two companies, one for the sale of Goodyear-brand passenger and truck tires for replacement in Japan and the other for the sale of Goodyear-brand and Dunlop-brand tires to vehicle manufacturers in Japan. We also own 51%, and SRI owns 49%, of a company that coordinates and disseminates both commercialized tire technology and non-commercialized technology among Goodyear and SRI, the joint ventures and their respective affiliates, and we own 80%, and SRI owns 20%, of a global purchasing company. The global alliance agreements also provided for the investment by Goodyear and SRI in the common stock of the other.

SRI has the right to require us to purchase its ownership interests in GDTE and GDTNA if there is a change in control of Goodyear, a bankruptcy of Goodyear or a breach, subject to notice and the opportunity to cure, of the global alliance agreements by Goodyear that has a material adverse effect on the rights of SRI or its affiliates under

- sells automotive repair and maintenance items, automotive equipment and accessories and other items to dealers and consumers,
- sells chemical products to Goodyear's other business segments and to unaffiliated customers, and
- provides miscellaneous other products and services.

Markets and Other Information

Tire unit sales to replacement customers and to OE customers served by North American Tire during the periods indicated were:

NORTH AMERICAN TIRE UNIT SALES — REPLACEMENT AND OE

<i>(In millions of tires)</i>	<u>Year Ended December 31,</u>		
	<u>2008</u>	<u>2007</u>	<u>2006</u>
Replacement tire units	51.4	55.7	61.6
OE tire units	<u>19.7</u>	<u>25.6</u>	<u>29.3</u>
Total tire units	71.1	81.3	90.9

North American Tire is a major supplier of tires to most manufacturers of automobiles, motorcycles, trucks and aircraft that have production facilities located in North America.

North American Tire's primary competitors are Bridgestone and Michelin. Other significant competitors include Continental, Cooper and several Asian manufacturers.

Goodyear, Dunlop and Kelly brand tires are sold in the United States and Canada through several channels of distribution. The principal channel for Goodyear brand tires is a large network of independent dealers. Goodyear, Dunlop and Kelly brand tires are also sold to numerous national and regional retail marketing firms in the United States. Several lines of house brand tires and private label brand tires are sold to independent dealers, national and regional wholesale marketing organizations and various other retail marketers.

We are subject to regulation by the National Highway Traffic Safety Administration ("NHTSA"), which has established various standards and regulations applicable to tires sold in the United States for highway use. NHTSA has the authority to order the recall of automotive products, including tires, having safety defects related to motor vehicle safety. In addition, the Transportation Recall Enhancement, Accountability, and Documentation Act (the "TREAD Act") imposes numerous requirements with respect to tire recalls. The TREAD Act also requires tire manufacturers to, among other things, remedy tire safety defects without charge for five years and comply with revised and more rigorous tire standards.

EUROPE, MIDDLE EAST AND AFRICA TIRE

Europe, Middle East and Africa Tire, our second largest segment in terms of revenue, develops, manufactures, distributes and sells tires for automobiles, motorcycles, trucks, farm implements and construction equipment throughout Europe, the Middle East and Africa, exports tires to other regions of the world and provides miscellaneous other products and services. EMEA manufactures tires in 16 plants in England, France, Germany, Luxembourg, Poland, Slovenia, South Africa and Turkey. Substantially all of the operations and assets in Western Europe are owned and operated by Goodyear Dunlop Tires Europe B.V., which is 75% owned by Goodyear and 25% owned by SRI. EMEA:

- manufactures and sells Goodyear, Debica, Sava, Dunlop and Fulda brands and other house brand passenger, truck, motorcycle, farm and OTR tires,
- sells new aviation tires, and manufactures and sells retreaded aviation tires,
- exports tires for sale in North America and other regions of the world,
- provides various retreading and related services for truck and OTR tires, primarily for its commercial truck tire customers,
- offers automotive repair services at retail outlets, and
- provides miscellaneous other products and services.

THE GOODYEAR TIRE & RUBBER COMPANY AND SUBSIDIARIES
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

Note 17. Business Segments (Continued)

The following table presents segment sales and operating income, and the reconciliation of segment operating income to Income (Loss) from Continuing Operations before Income Taxes and Minority Interest:

<i>(In millions)</i>	<u>2008</u>	<u>2007</u>	<u>2006</u>
Sales			
North American Tire	\$ 8,255	\$ 8,862	\$ 9,089
Europe, Middle East and Africa Tire	7,316	7,217	6,552
Latin American Tire	2,088	1,872	1,607
Asia Pacific Tire	<u>1,829</u>	<u>1,693</u>	<u>1,503</u>
Net Sales	<u>\$19,488</u>	<u>\$19,644</u>	<u>\$18,751</u>
Segment Operating Income (Loss)			
North American Tire	\$ (156)	\$ 139	\$ (233)
Europe, Middle East and Africa Tire	425	582	513
Latin American Tire	367	359	326
Asia Pacific Tire	<u>168</u>	<u>150</u>	<u>104</u>
Total Segment Operating Income	804	1,230	710
Rationalizations	(184)	(49)	(311)
Interest expense	(320)	(450)	(447)
Other income and (expense)	(59)	(8)	77
Accelerated depreciation	(28)	(37)	(88)
Corporate incentive compensation plans	4	(77)	(66)
Intercompany profit elimination	23	(11)	(9)
Curtailments/Settlements	(9)	(64)	—
Retained expenses of discontinued operations	—	(17)	(48)
Other	<u>(45)</u>	<u>(53)</u>	<u>(20)</u>
Income (Loss) from Continuing Operations before Income Taxes and Minority Interest	<u>\$ 186</u>	<u>\$ 464</u>	<u>\$ (202)</u>

The following table presents segment assets at December 31:

<i>(In millions)</i>	<u>2008</u>	<u>2007</u>
Assets		
North American Tire	\$ 5,514	\$ 5,307
Europe, Middle East and Africa Tire	5,707	6,020
Latin American Tire	1,278	1,265
Asia Pacific Tire	<u>1,408</u>	<u>1,394</u>
Total Segment Assets	13,907	13,986
Corporate	<u>1,319</u>	<u>3,205</u>
	<u>\$15,226</u>	<u>\$17,191</u>

Results of operations are measured based on net sales to unaffiliated customers and segment operating income. Segment operating income includes transfers to other SBUs. Segment operating income is computed as follows: Net sales less CGS (excluding accelerated depreciation charges and asset impairment charges) and SAG expenses

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

FORM 10-K

ANNUAL REPORT PURSUANT TO SECTION 13 OR 15(d) OF
THE SECURITIES EXCHANGE ACT OF 1934

For the fiscal year ended December 31, 2005

Commission File Number: 1-1927

THE GOODYEAR TIRE & RUBBER COMPANY

(Exact name of Registrant as specified in its charter)

Ohio
(State or other jurisdiction of
incorporation or organization)
1144 East Market Street, Akron, Ohio
(Address of principal executive offices)

34-0253240
(I.R.S. Employer
Identification No.)
44316-0001
(Zip Code)

Registrant's telephone number, including area code: (330) 796-2121

<u>Title Of Each Class</u>	<u>Name Of Each Exchange On Which Registered</u>
Common Stock, Without Par Value	New York Stock Exchange

Securities registered pursuant to Section 12(g) of the Act:

None

Indicate by check mark if the registrant is a well-known seasoned issuer, as defined in Rule 405 of the Securities Act.

Yes No

Indicate by check mark if the registrant is not required to file reports pursuant to Section 13 or Section 15(d) of the Act.

Yes No

Indicate by check mark whether the Registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months, and (2) has been subject to such filing requirements for the past 90 days.

Yes No

Indicate by check mark if disclosure of delinquent filers pursuant to Item 405 of Regulation S-K is not contained herein or in the definitive proxy statement incorporated by reference in Part III of this Form 10-K.

Indicate by check mark whether the Registrant is a large accelerated filer, an accelerated filer, or a non-accelerated filer. See definition of "accelerated filer and large accelerated filer" in Rule 12b-2 of the Exchange Act. (Check one):

Large accelerated filer Accelerated filer Non-accelerated filer

Indicate by check mark whether the registrant is a shell company (as defined in Rule 12b-2 of the Exchange Act).

Yes No

The aggregate market value of the voting stock held by nonaffiliates of the Registrant, computed by reference to the last sales price of such stock as of the closing of trading on June 30, 2005, was approximately \$2,618,524,000.

Shares of Common Stock, Without Par Value, outstanding at January 31, 2006:

176,980,570

DOCUMENTS INCORPORATED BY REFERENCE:

Portions of the Company's Proxy Statement for the Annual Meeting of Shareholders to be held on April 11, 2006 are incorporated by reference in Part III.

- provide automotive repair services and miscellaneous other products and services, and
- manufacture and sell flaps for truck tires and other types of tires.

The principal products of the Tire Segments are new tires for most applications. Approximately 78.2% of our consolidated sales in 2005 were of new tires, compared to 77.6% in 2004 and 78.3% in 2003. The percentages of each Tire Segment's sales attributable to new tires during the periods indicated were:

<u>Sales of New Tires By</u>	<u>Year Ended December 31,</u>		
	<u>2005</u>	<u>2004</u>	<u>2003</u>
North American Tire	87.8%	87.9%	86.3%
European Union Tire	89.5	87.4	89.2
Eastern Europe Tire	95.0	94.6	94.1
Latin American Tire	92.2	92.5	91.1
Asia Pacific Tire	80.7	82.2	97.7

Each Tire Segment exports tires to other Tire Segments. The financial results of each Tire Segment exclude sales of tires exported to other Tire Segments, but include operating income derived from such transactions. The financial results of each Tire Segment include sales and operating income derived from the sale of tires imported from other Tire Segments. Sales to unaffiliated customers are attributed to the Tire Segment that makes the sale to the unaffiliated customer.

Goodyear does not include motorcycle, all terrain vehicle or consigned tires in reporting tire unit sales.

Tire unit sales for each Tire Segment and for Goodyear worldwide during the periods indicated were:

GOODYEAR'S ANNUAL TIRE UNIT SALES

<u>(In millions of tires)</u>	<u>Year Ended December 31,</u>		
	<u>2005</u>	<u>2004</u>	<u>2003</u>
North American Tire	101.9	102.5	101.2
European Union Tire	64.3	62.8	62.3
Eastern Europe Tire	19.7	18.9	17.9
Latin American Tire	20.4	19.6	18.7
Asia Pacific Tire	<u>20.1</u>	<u>19.5</u>	<u>13.4</u>
Goodyear worldwide tire units	226.4	223.3	213.5

Our worldwide tire unit sales in the replacement and OE markets during the periods indicated were:

GOODYEAR WORLDWIDE ANNUAL TIRE UNIT SALES — REPLACEMENT AND OE

<u>(In millions of tires)</u>	<u>Year Ended December 31,</u>		
	<u>2005</u>	<u>2004</u>	<u>2003</u>
Replacement tire units	162.0	159.6	150.6
OE tire units	<u>64.4</u>	<u>63.7</u>	<u>62.9</u>
Goodyear worldwide tire units	226.4	223.3	213.5

Worldwide replacement unit sales in 2005 increased from 2004 due primarily to improvements in European Union Tire. OE unit sales in 2005 increased from 2004 due primarily to improvements in Asia Pacific Tire, Latin American Tire and Eastern Europe Tire. Worldwide replacement unit sales in 2004 increased from 2003, due primarily to the consolidation of SPT and improvement in North American Tire, Latin American Tire and Eastern Europe Tire. OE unit sales in 2004 increased from 2003 due primarily to the consolidation of SPT and improvement in Eastern Europe Tire, Latin American Tire and European Union Tire. For further information regarding the consolidation of SPT effective January 1, 2004, refer to the Note to the Consolidated Financial Statements No. 7, Investments.

Markets and Other Information

North American Tire distributes and sells tires throughout the United States and Canada. Tire unit sales to OE customers and to replacement customers served by North American Tire during the periods indicated were:

(In millions of tires)	NORTH AMERICAN TIRE UNIT SALES — REPLACEMENT AND OE		
	Year Ended December 31,		
	2005	2004	2003
Replacement tire units	71.2	70.8	68.6
OE tire units	<u>30.7</u>	<u>31.7</u>	<u>32.6</u>
Total tire units	101.9	102.5	101.2

North American Tire is a major supplier of tires to most manufacturers of automobiles, motorcycles, trucks and aircraft that have production facilities located in North America. Our 2005 unit sales in the North American OE channel decreased compared to 2004 and 2003 due to a slowdown in the automotive industry and our selective fitment strategy in the consumer OE business.

Goodyear brand, Dunlop brand and Kelly brand tires are sold in the United States and Canada through several channels of distribution. The principal channel for Goodyear brand tires is a large network of independent dealers. Goodyear brand, Dunlop brand and Kelly brand tires are also sold to numerous national and regional retail marketing firms in the United States. North American Tire also operates approximately 970 retail outlets (including auto service centers, commercial tire and service centers and leased space in department stores) under the Goodyear name or under the Wingfoot Commercial Tire Systems, Allied or Just Tires trade styles. Several lines of house brand tires and private and associate brand tires are sold to independent dealers, national and regional wholesale marketing organizations and various other retail marketers.

Automotive parts, automotive maintenance and repair services and associated merchandise are sold under highly competitive conditions in the United States and Canada through retail outlets operated by North American Tire.

North American Tire periodically offers various financing and extended payment programs to certain of its replacement tire customers. We do not believe these programs, when considered in the aggregate, require a significant amount of working capital relative to the volume of sales involved, and they are consistent with prevailing tire industry practices.

We are subject to regulation by the National Highway Traffic Safety Administration (“NHTSA”), which has established various standards and regulations applicable to tires sold in the United States for highway use. NHTSA has the authority to order the recall of automotive products, including tires, having safety defects related to motor vehicle safety. In addition, the Transportation Recall Enhancement, Accountability, and Documentation Act (the “TREAD Act”) imposes numerous requirements with respect to tire recalls. The TREAD Act also requires tire manufacturers to, among other things, remedy tire safety defects without charge for five years and conform with revised and more rigorous tire standards, once the revised standards are implemented.

EUROPEAN UNION TIRE

European Union Tire, our second largest segment in terms of revenue, develops, manufactures, distributes and sells tires for automobiles, motorcycles, trucks, farm implements and construction equipment in Western Europe, exports tires to other regions of the world and provides related products and services. European Union Tire manufactures tires in 12 plants in England, France, Germany and Luxembourg. Substantially all of the

THE GOODYEAR TIRE & RUBBER COMPANY AND SUBSIDIARIES
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

Note 15. Business Segments (continued)

The following table presents segment sales and operating income, and the reconciliation of segment operating income to Income (Loss) before Income Taxes and Cumulative Effect of Accounting Change:

(In millions)	<u>2005</u>	<u>2004</u>	<u>2003</u>
Net Sales			
North American Tire	\$ 9,091	\$ 8,569	\$ 7,279
European Union Tire	4,676	4,476	3,922
Eastern Europe, Middle East and Africa Tire	1,437	1,279	1,073
Latin American Tire	1,466	1,245	1,041
Asia Pacific Tire	<u>1,423</u>	<u>1,312</u>	<u>582</u>
Total Tires	18,093	16,881	13,897
Engineered Products	<u>1,630</u>	<u>1,472</u>	<u>1,205</u>
Total Segment Sales	<u>\$19,723</u>	<u>\$18,353</u>	<u>\$15,102</u>
Segment Operating Income			
North American Tire	\$ 167	\$ 74	\$ (103)
European Union Tire	317	253	130
Eastern Europe, Middle East and Africa Tire	198	194	147
Latin American Tire	295	251	149
Asia Pacific Tire	<u>84</u>	<u>60</u>	<u>49</u>
Total Tires	1,061	832	372
Engineered Products	<u>103</u>	<u>114</u>	<u>47</u>
Total Segment Operating Income	1,164	946	419
Rationalizations and asset sales	(47)	(60)	(316)
Accelerated depreciation, asset impairment and asset write-offs ..	(5)	(10)	(133)
Interest expense	(411)	(369)	(296)
Foreign currency exchange	(22)	(23)	(41)
Minority interest in net income of subsidiaries	(95)	(58)	(33)
Financing fees and financial instruments	(109)	(117)	(99)
General and product liability — discontinued products	(9)	(53)	(138)
Recovery (expense) for fire loss deductibles	14	(12)	—
Professional fees associated with the restatement	(4)	(30)	(6)
Professional fees associated with Sarbanes-Oxley	(4)	(18)	—
Expenses for environmental remediation at non-operating sites ..	(8)	(12)	—
Environmental insurance recoveries	29	157	—
Other	<u>(4)</u>	<u>(18)</u>	<u>(47)</u>
Income (Loss) before Income Taxes and Cumulative Effect of Accounting Change	<u>\$ 489</u>	<u>\$ 323</u>	<u>\$ (690)</u>

EXHIBIT 15

COOPER TIRE & RUBBER CO

FORM 10-K (Annual Report)

Filed 02/26/09 for the Period Ending 12/31/08

Address	LIMA & WESTERN AVENUES FINDLAY, OH 45840
Telephone	4194231321
CIK	0000024491
Symbol	CTB
SIC Code	3011 - Tires and Inner Tubes
Industry	Tires
Sector	Consumer Cyclical
Fiscal Year	12/31

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The accounting policies of the reportable segments are consistent with those described in the Significant Accounting Policies note to the consolidated financial statements. Corporate administrative expenses are allocated to segments based principally on assets, employees and sales. The following table details segment financial information:

	2006	2007	2008
Revenues			
North American Tire	\$ 1,995,150	\$ 2,209,822	\$ 2,142,139
International Tire	680,164	881,297	975,007
Eliminations and other	(100,096)	(158,544)	(235,335)
Consolidated	2,575,218	2,932,575	2,881,811
Segment profit (loss)			
North American Tire	(39,523)	119,440	(174,065)
International Tire	9,427	28,902	(30,094)
Unallocated corporate charges and eliminations	(15,156)	(13,950)	(12,474)
Operating profit (loss)	(45,252)	134,392	(216,633)
Interest income	10,067	18,004	12,887
Dividend from unconsolidated subsidiary	4,286	2,007	1,943
Debt extinguishment costs	77	(2,558)	(593)
Other - net	1,992	12,677	(4,854)
Interest expense	(47,165)	(48,492)	(50,525)
Income (loss) from continuing operations before income taxes and noncontrolling shareholders' interest	(75,995)	116,030	(257,775)
Depreciation and amortization expense			
North American Tire	99,014	97,746	96,057
International Tire	31,358	37,264	45,418
Corporate	2,229	1,922	1,284
Consolidated	132,601	136,932	142,759
Segment assets			
North American Tire	1,199,098	1,021,132	977,545
International Tire	687,204	736,568	740,583
Corporate and other	349,213	540,790	324,768
Consolidated	2,235,515	2,298,490	2,042,896
Expenditures for long-lived assets			
North American Tire	98,861	63,466	55,560
International Tire	86,859	76,755	72,723
Corporate	470	751	490
Consolidated	186,190	140,972	128,773

COOPER TIRE & RUBBER CO

FORM 10-K (Annual Report)

Filed 02/28/08 for the Period Ending 12/31/07

Address	LIMA & WESTERN AVENUES FINDLAY, OH 45840
Telephone	4194231321
CIK	0000024491
Symbol	CTB
SIC Code	3011 - Tires and Inner Tubes
Industry	Tires
Sector	Technology
Fiscal Year	12/31

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The accounting policies of the reportable segments are consistent with those described in the Significant Accounting Policies note to the consolidated financial statements. Corporate administrative expenses are allocated to segments based principally on assets, employees and sales. The following table details segment financial information:

	2005	2006	2007
Revenues			
North American Tire	\$1,835,123	\$1,995,150	\$2,209,822
International Tire	305,291	680,164	881,297
Eliminations and other	(104,791)	(100,096)	(158,544)
Consolidated	2,035,623	2,575,218	2,932,575
Segment profit (loss)			
North American Tire	31,553	(39,523)	119,440
International Tire	(663)	9,427	28,902
Unallocated corporate charges and eliminations	(5,740)	(15,156)	(13,950)
Operating profit (loss)	25,150	(45,252)	134,392
Interest income	18,541	10,067	18,004
Dividend from unconsolidated subsidiary	—	4,286	2,007
Debt extinguishment costs	(4,228)	77	(2,558)
Other — net	(908)	1,992	12,677
Interest expense	(54,508)	(47,165)	(48,492)
Income (loss) from continuing operations before income taxes and noncontrolling shareholders' interest	(15,953)	(75,995)	116,030
Depreciation and amortization expense			
North American Tire	91,639	99,014	97,746
International Tire	12,186	31,358	37,264
Corporate	5,955	2,229	1,922
Consolidated	109,780	132,601	136,932
Segment assets			
North American Tire	1,320,557	1,199,098	1,021,132
International Tire	208,464	687,204	734,946
Corporate and other	623,165	349,213	540,790
Consolidated	2,152,186	2,235,515	2,296,868
Expenditures for long-lived assets			
North American Tire	134,807	98,861	63,466
International Tire	24,970	86,859	76,755
Corporate	496	470	751
Consolidated	160,273	186,190	140,972

COOPER TIRE & RUBBER CO

FORM 10-K
(Annual Report)

Filed 3/1/2007 For Period Ending 12/31/2006

Address	LIMA & WESTERN AVENUES FINDLAY, Ohio 45840
Telephone	419-423-1321
CIK	0000024491
Industry	Tires
Sector	Consumer Cyclical
Fiscal Year	12/31

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The accounting policies of the reportable segments are consistent with those described in the Significant Accounting Policies note to the consolidated financial statements. Corporate administrative expenses are allocated to segments based principally on assets, employees and sales. The following table details segment financial information:

	2004	2005	2006
Revenues			
North American Tire	\$1,862,954	\$1,954,685	\$2,096,174
International Tire	308,383	305,291	680,164
Eliminations and other	(89,728)	(104,791)	(100,096)
Consolidated	<u>2,081,609</u>	<u>2,155,185</u>	<u>2,676,242</u>
Segment profit (loss)			
North American Tire	64,002	32,838	(4,020)
International Tire	21,370	(663)	9,427
Unallocated corporate charges and eliminations	(22,148)	(5,740)	(15,156)
Operating profit (loss)	63,224	26,435	(9,749)
Interest income	2,068	18,541	10,067
Dividend from unconsolidated subsidiary	—	—	4,286
Debt extinguishment costs	—	(4,228)	77
Other — net	(2,717)	(588)	2,077
Interest expense	(27,569)	(54,511)	(47,166)
Impairment of goodwill and indefinite-lived intangible asset	—	—	(51,546)
Income (loss) from continuing operations before income taxes and minority interest	<u>35,006</u>	<u>(14,351)</u>	<u>(91,954)</u>
Depreciation and amortization expense			
North American Tire	98,327	97,526	104,786
International Tire	12,612	12,186	31,358
Corporate	3,658	5,955	2,229
Consolidated	<u>114,597</u>	<u>115,667</u>	<u>138,373</u>
Segment assets			
North American Tire	1,222,723	1,320,557	1,198,862
International Tire	203,714	208,464	687,204
Corporate and other	1,241,647	623,165	349,213
Consolidated	<u>2,668,084</u>	<u>2,152,186</u>	<u>2,235,279</u>
Expenditures for long-lived assets			
North American Tire	143,290	146,686	101,196
International Tire	10,817	24,970	86,859
Corporate	5,201	496	470
Consolidated	<u>159,308</u>	<u>172,152</u>	<u>188,525</u>

EXHIBIT 16

Micali reaches retirement

Firm stayed committed to N.A. production on his watch

By Kathy McCarron
Tire Business

GREENVILLE, S.C.—Michelin North America Inc. bucked the trend of the tire industry during Jim Micali's watch.

While competitors reacted to comparatively high labor and production costs by slicing tire-making capacity in North America, Michelin under Micali—who retires this month—mostly took the opposite course. Micali championed the viability of producing tires in the region.

Michelin North America did close plants and cut 2,000 jobs, but French parent Michelin delivered billions in investment dollars to improve operations and upgrade research and development in the U.S., Canada and Mexico.

The payoff was increased sales and profits.

The 60-year-old Micali, who spent 31 years with the Greenville-based firm, plans to continue to consult for the company. Dick Wilkerson, 60, executive vice president of personnel, is succeeding him, and foresees little change in the transition.

Micali said the key to the region's market is operational excellence, and Michelin said it has some improvements to make. "One thing I can assure you of and that is Jim Micali leaving is not going to change the direction of Michelin in North America one bit," he said. "We've got a global plan. We've got a North American plan. And we're going to execute and deliver on that plan."

The company budgeted more than \$500 million on capital improvements through this year at its North American plants and plans investments of \$1.2 billion in North America through 2014.

This follows more than \$800 million in expansions of its South Carolina factories in the late 1990s to boost capacity.

Countercyclical

Micali recognizes that Michelin's expansions differ from other manufacturers' moves.

"First, we've seen a number of consolidations in the late '80s, early '90s, and that certainly reduced the number of historical competitors in this marketplace," he said. "More recently, we've seen a real surge in foreign imports, especially from Asia."

The executive said the tire sector isn't an easy business, but the industry now must improve its overall level of operational performance to compete successfully with this latest surge in imports.

"And I would submit to you that it is absolutely doable. You can design, make and sell products in this market successfully. But you've just got to be willing to really be disciplined enough, have the capital and R&D wherewithal to do it. But then you've got to be able to execute it and deliver on it," he said.

Micali said he's most proud of the success the company has had in North America, which he said is a tribute to the firm's 22,000-plus employees. "And I'd like to think I had, hopefully, a little bit of a part in that," he said. "And to the extent I did, I feel good about that."

Also during his tenure, Michelin entered retailing by buying the Tire Centers Inc. commercial/retail chain, moved into retreading via its Michelin Retread Technologies unit and expanded that division by acquiring Oliver Rubber Co.

Micali said Michelin continues to struggle



The Business photo by Kathy McCarron

Jim Micali, chairman and president of Michelin North America Inc., is retiring this month after a 31-year career with the company. During his dozen years at the company's helm, Michelin invested in its North American factories while at the same time increased sales and profits.

to improve margins. He said the market has been difficult the last five to six years because of raw material price increases, Asian imports and recessions in 2001-2002 and today.

"We've been able to persevere through all that, and I think it's something I feel very, very good about," he said.

Meeting challenges

Besides economic pressures during his tenure, Micali saw the demise of the unique Pax run-flat tire system that struggled for years to gain market acceptance.

"What we have learned is that sometimes a very excellent product from a

technology standpoint comes with some challenges when you take into consideration the complexity of mounting it on special equipment or you've got four pieces with a rim and the gel, as well as the tire," he said. "Sometimes it's hard to change an industry by yourself overnight."

Micali called Pax a good product, but said Michelin has to make it a little bit simpler for the original equipment manufacturer or the independent tire dealer to be able to maximize the otherwise superior technology the product brings.

"To the extent there was a lesson to be learned, we learned it and we'll profit from it. We'll grow from it," he said.

Micali: Tire makers need to better inform customers

GREENVILLE, S.C.—While Michelin North America Inc. touts its portfolio of innovative and premium products, the firm's retiring leader acknowledged the company needs to do a better job of communicating the value of its products—especially its fuel-efficient tires—to tire dealers.

"We shouldn't need legislation for the tire dealer to be able to explain to the customer that this tire versus that tire can be fuel efficient, can be good for the economy, be good for the environment and be good for your wallet all at the same time," said Jim Micali, leaving this month as the firm's chairman and president.

"We need to get that message out, and I think we at Michelin have a number of products that are clearly market leaders in terms of economy and environmental performance," he said. "And we need to make sure we provide the dealers with all the available information in order that they will be able to use it."

Micali said the firm needs to do a better job giving independent dealers that information so they can use that if a potential customer has a choice of buying a tire that may be cheaper initially but cost more over the life of the tire.

"We ought to be able to persuade them that buying the more initially

expensive but superior performance tire is the one to buy," he said.

As for increasing its market saturation, Michelin will continue to pursue promising distribution channels such as car dealerships.

"We've pursued (car dealerships) in the past, and we will continue to pursue it," he said. "There are some customers who want to do their business with an independent tire dealer. There are some customers who want to do their business with a club. There are some customers who like the one-stop shopping aspect of going to their car dealership. We need to be able to provide access to Michelin products through all those channels."

He said he hopes Michelin can do it in a way that serves both the end consumer and also "gives our independent dealer network that we cherish an opportunity to be able to succeed and prosper."

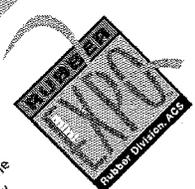
"I think it can be done. You simply cannot stop a consumer from going to that channel of distribution. If you have a good value proposition for your customer, they'll want to choose you, and you don't have to try to prohibit them from going somewhere else. They'll relish and seek you out because you're going to be able to provide them with a product and service they want."

EXHIBIT

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